ANNUAL REPORT

DEPARTMENT

OF

TRANSPORTATION

AND

PUBLIC WORKS

YEAR ENDED MARCH 31, 1988

HON. ROBERT MORRISSEY
Minister of Transportation and Public Works

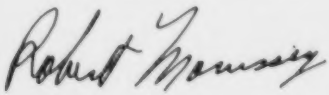
To His Honour
The Honourable Lloyd G. MacPhail
Lieutenant Governor of Prince Edward Island

May it Please Your Honour:

I respectfully submit herewith, for the information of Your Honour and the Legislature of Prince Edward Island, the Annual Report of the Department of Transportation and Public Works for the fiscal year ended 31 March 1988.

I have the honour to be, Sir

Your obedient servant,



Robert Morrissey
Minister

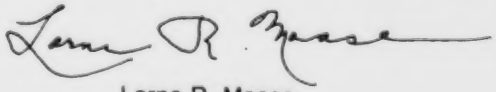
The Honourable Robert M. Morrissey
Minister of Transportation & Public Works
Province of Prince Edward Island

Sir:

I am pleased to submit to you the Annual Report of the Department of Transportation & Public Works for the fiscal year ended 31 March 1988.

Besides the activities of the respective Divisions which are recounted in the following pages of the Report, I would like to note the retirement from the Department during the year of four employees and to thank them for their years of service.

Respectively submitted,



Lorne R. Moase
Deputy Minister

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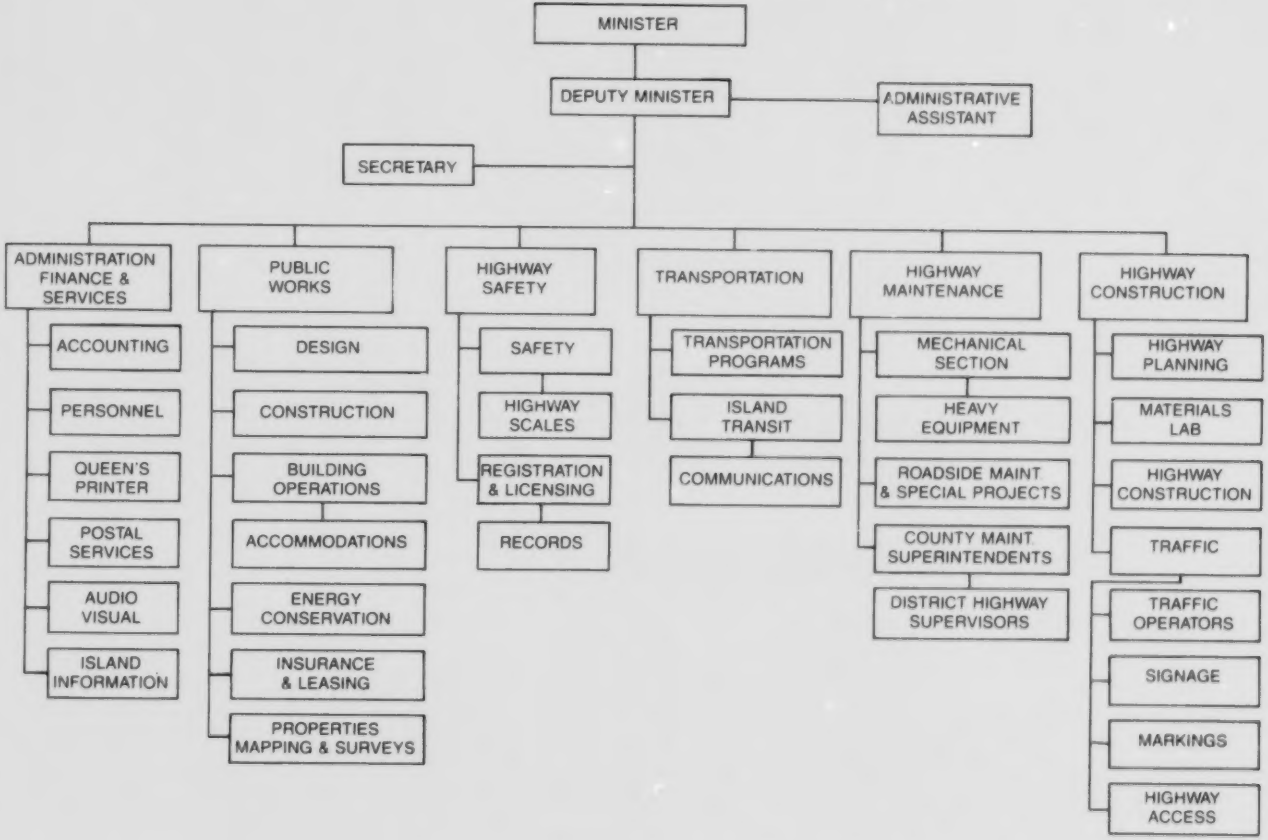
8. Highway Traffic Act
9. Land Survey Act
10. Land Surveyors Act
11. Motor Carrier Act
12. Off-Highway Vehicle Act
13. Public Works Act
14. Queen's Printer Act
15. Roads Act

DEPARTMENT OF TRANSPORTATION & PUBLIC WORKS



PERSONNEL

Minister, Transportation & Public Works	Hon. Robert Morrissey
Deputy Minister, Transportation & Public Works	Lorne R. Moase

ADMINISTRATION, FINANCE & SERVICES DIVISION	P.J. Murphy
Accounting	Robert Clow
Personnel	Verna Buchanan
Management Information	Richard Brown
Queen's Printer	Gordon Babineau
Postal Services	Leo Gallant
Audio Visual	Brien Willoughby
Island Information Services	Frank Arsenault

PUBLIC WORKS DIVISION	Joseph Caswell
Design	Foster Miller
Construction	Richard MacKinnon
Building Operations	Eric Arsenault
Insurance & Leasing	Keith Mollison
Accommodations	Milan Radanovich
Properties & Surveys	Paul Knox

HIGHWAY SAFETY DIVISION	Glen Beaton
Registration and Licensing	Joseph Gallant
Systems Development and Quality Control	John MacDonald
Safety	Foch McNally

TRANSPORTATION DIVISION	Kenneth MacKenzie
Transportation, Communications & Island Transit	John Kane

HIGHWAY MAINTENANCE DIVISION	George Trainor
Heavy Equipment & Snow Removal	Cyrus MacEachern
Roadside Maintenance & Special Projects	James Molyneaux
Prince County Superintendent	Wayne Peters
District Highway Supervisors	
- Prince 1	Brenton Phillips
- Prince 2	George Frizzell
- Prince 3	Keith Sudsbury
- Prince 4	Alastair MacLeod
- Prince 5	Alden Ryder
Queens County Superintendent	James Molyneaux
District Highway Supervisors	
- Queens 1	Donald Dickieson
- Queens 2	Clayton Coles
- Queens 3	Bennett MacIsaac
- Queens 4	Richard Rooney
- Queens 5&6	Leonard McCabe
Kings County Superintendent	Rodney Walsh
District Highway Supervisors	
- Kings 1	George Saville
- Kings 2	Robert Rowell
- Kings 3	Bernard Koke
- Kings 4	Irving MacKay
- Kings 5	George MacPherson
Mechanical - Charlottetown	Herbert MacDougall
Mechanical - Summerside	Eric Campbell

HIGHWAY CONSTRUCTION DIVISION	Thomas W. Walker
Highway Planning	Mike Bailey
Soils Lab	Lee Bell
Construction	Arthur Garrett
Traffic, Signage & Marking	Allan Bartlett

ADMINISTRATION, FINANCE AND SERVICES DIVISION

The Administration and Financial Division is responsible for the financial and personnel services of the Department. This includes the preparations of the annual budget, budget control, departmental accounting, purchasing, inventory control, payroll, management information systems and other related administrative support functions.

The division consists of the Director, four accounting support staff, three personnel support staff, two management information staff and a receptionist.

AUDIO VISUAL SECTION

Audio Visual Services supplies audio and video services to all Government Departments, Agencies, Commissions and Crown Corporations; and is responsible for maintenance of all government, school board and Holland College audio visual equipment. Services include production, graphics and short term loan of equipment.

A computerized master inventory of all audio visual equipment owned by government is controlled by the centre. All new purchases are approved by Audio Visual and the process is aimed at ensuring that government departments obtain the best and most effective equipment for their specific needs. At the same time, Audio Visual can advise on duplication within departments and standardization of equipment to ensure repairability (i.e. availability of parts).

Statistics for year ending March 1988:

Total short term equipment loans	1,723
School preventative maintenance & Holland College	2,200
School Unit equipment delivered for repair	756
Holland College equipment delivered for repair	100
Government equipment delivered for repair	520

There were 68 service calls made to schools, government offices, etc. The 'on call' maintenance service for the court recording systems required approximately 25 visits by service personnel and at the end of the year we installed a new system which has required training of personnel and a lot of attention. The legislative recording system has continued to operate excellently.

The graphic section completed 270 projects for all government departments. Among the major ones were the Royal Visit consisting of a total of 6 days work completing location drawings, identification cards, booklets and flyers; four flyers for Parks and a new re-vamp on all brochures; three OH shows, 2 major slide shows; sixteen brochures were designed and numerous cover layout completed.

The production section was responsible for the following:

Dub Requests	375
Video Productions	56
Video Workshops	10
Film & Edit Sessions	129
Audio Tracks & Promos	70
Slide Shows	11
Radio Programs	6 weekly

There has been a steady increase in request for conference taping with the increase in Legislative Committee Meetings, Land Use Appeals, Classification Appeals and information meetings held Island wide. i.e. Social Services, Education.

Audio Visual Familiarization courses were conducted for Civil Service.

We received thirty-four requests from across Canada for dubs of major productions that we have produced from Health & Social Services. Five of these videos were aired nationally on CBC Television and on local cable.

We produced fifty-six videos for different government departments.

ISLAND INFORMATION SERVICES SECTION

Island Information Service helps provincial government departments, agencies, corporations, and commissions prepare and distribute information regarding their programs, services and other activities of interest to the public.

The media are the main channel for information from government. IIS supplies a newswire service to the following Island news outlets: CBC, ATV, CHTN, CJRW, the Guardian and Patriot, and the Journal-Pioneer. Press releases relating to government related events are distributed over this service. The same information is mailed to other media and interested parties. IIS distributed 1,377 releases between April 1, 1987 and March 31, 1988.

Photographic services are available to provincial government through IIS. Last year 1,611 photography assignments were completed. These assignments included promotional photography for marketing Island products, press photography, slide presentations and slide duplication.

The PEI government telex machine (Siemens T1000S) and telecopier machine (Xerox 7021) are run by IIS. During the past year our operators handled 13,441 incoming and outgoing messages over these machines.

Island Information Service is also responsible for answering mail inquiries, phone inquiries, and requests for walk-in clients, about Prince Edward Island and its government. Over 5,000 requests are answered by mail during the year.

At its location in the basement of the Jones Building, 11 Kent Street, IIS continues to stock all provincial acts and regulations and many other government publications. During the year total sales from government publications amounted to $5,209.00.

IIS supplies a limited French to English and English to French translation service for government. Last year over 130 translation assignments were completed.

Updates are provided by IIS for Prince Edward Island entries in various encyclopedias, almanacs, yearbooks and directories. IIS also prepares the Provincial Government Services Directory, the Quick Reference Guide, the Provincial Government Monthly Publications Checklist, Notes on PEI and a Directory of Island Organizations, Clubs and Associations.

In December 1983, Island Inquiries was established as part of IIS. Island Inquiries is a bilingual telephone information and referral service dealing with programs and services offered by the federal and provincial governments.

POSTAL SECTION

The Postal Section is responsible for all government mail including couriers to government buildings in Charlottetown and the four regional service centres. The objective of the section is to provide an efficient service taking full advantage of all options.

You will note a decrease in total postage used of $6,970.93. This is attributed to the Travel Bureau being down by $45,938.92 and Highway Safety being down by $23,602.59.

Our savings as a result of Incentive rates were $6,479.12.

Postage on all classes of mail increased on January 1, 1988 and further increases are expected in January, 1989.

Incoming Mail

Regional Services Centres, etc.	$ 27,000
Charlottetown Post Office	908,000
Inter-departmental	495,000

Outgoing Mail

Metered, sorted & dispatched	913,599
Postage paid in cash	179,253
Regional Services Centres	26,500
Brunswick Brokers	19,887

Certified Kits

On hand (31/3/87)	4,825
Purchased	9,000
Issued	11,215
On hand (31/3/88)	2,610

Shortpaid Mail

Credit (31/3/87)	887.48
Paid	992.65
Debit	105.17

P.P.I.C.#2005

Credit(31/3/87)	3,054.21
Advance deposits	132,950.00
Paid	134,858.46
Credit	1,145.75

P.P.I.C.#5201

Credit (31/3/87)	2,209.41
Paid	1,289.58
Credit(31/3/88)	919.83
Postage in meters(31/3/87)	21,825.80
Meter postage purchased	454,000.00
Credit (spoiled meter impressions)	184.04
Meter postage actually used	457,564.09
Postage in meters(31/3/88)	18,445.75
Postage recovered	14,503.67
Revenue mass mailing	522.41

Mass Mailing

Decollator	2,705,600
Detacher	1,627,208
Folder	407,361
Inserter	233,214

TOTAL POSTAGE USED - 1/04/87 to 31/03/88

DEPARTMENT, ETC.	METER	P.P.I.C.	P.D.	CERT.	TOTAL	%
Tourism & Parks	8,711.83	-	7.93	120.00	8,839.76	1.4
Treasury Board	22,556.92	96,138.37	26.50	1,314.00	*139,639.21	22.2
Finance	10,286.44	-	118.93	510.00	10,915.37	1.7
Tax	46,563.92	27,377.83	13.84	4,512.00	78,467.59	12.4
Accounting	38,894.47	-	10.29	2,109.60	41,014.36	6.5
Health & Social Services	85,452.58	-	47.17	16.50	85,516.25	13.6
Transportation & Public Works	26,994.38	11,912.16	11.98	-	38,918.52	6.2
Highway Safety	14,057.53	-	27.46	5,721.00	19,805.99	3.1
Education	50,894.21	-	20.74	-	50,914.95	8.1
Agriculture	27,433.41	1,289.58	20.83	15.00	28,758.82	4.6
Community & Cultural Affairs	26,421.54	-	7.85	161.10	26,590.49	4.2
Hospital Ser. Commission	18,081.71	-	8.00	-	18,089.71	2.9
Energy & Forestry	12,029.23	-	3.39	-	12,032.62	1.9
Fisheries	6,225.91	-	3.66	-	6,229.57	1.0
Justice & Labour	22,328.67	-	40.53	1,245.00	23,614.20	3.7
Civil Service Commission	7,015.69	-	6.30	-	7,021.99	1.1
Premiers Office	11,288.10	-	61.02	-	11,349.12	1.8
Industry	7,643.37	-	556.23	-	8,199.60	1.3
Sport P.E.I.	10,668.77	-	-	-	10,668.77	1.7
Other	4,015.41	-	-	-	4,015.41	.6
TOTAL	457,564.09	136,717.94	992.65	15,724.20	630,602.30	100%

*Includes $19,603.42 paid to Brunswick Brokers Inc.

PRINTING SECTION

The Printing Section provides composition, printing and volume copying services for government departments, boards and commissions, as well as a photocopying service for the three-building administrative complex.

The following publications are produced for distribution and sale:

Royal Gazette
Revised Statutes of Prince Edward Island
Annual Statutes of Prince Edward Island
Legislative Journal of Prince Edward Island
Revised Regulations of Prince Edward Island

Receipts from advertising in the Royal Gazette and the sale of publications totalled $77,415. This compares with previous years as follows:

1983-84	$56,767
1984-85	$58,636
1985-86	$54,524
1986-87	$79,010
1987-88	$77,415

During the past year the composition equipment was upgraded from a Quadex 510 system to a Quadex 5035 system increasing storage from 20 megabytes to 35 megabytes with a tape back-up. An EP308 300 dpi laser printer was purchased to produce inexpensive proofs of typeset copy. An Equity II with PTS Communicator software was purchased to enable data to be transferred from word-processing packages to the Quadex system for composition, eliminating rekeying and proofing of documents.

An Equity III+ micro with Ventura software and an HP LaserJet II laser printer was installed to expand our composition capabilities to include desktop publishing.

An Itek 540 day-light camera was purchased to replace the old camera that was no longer in production and costly to repair. Two A.B. Dick 9810 offset presses were bought to replace the thirteen-year-old presses that were causing numerous production delays and poor copy quality.

During the fiscal year 1987-88 the presses produced 2,242 printing orders, representing a total of 9,350,193 sheets through the three job presses, an increase of 12%. This figure compares with the previous years as follows:

	Orders	**Impressions**
1983-84	2,625	7,554,794
1984-85	2,709	8,965,478
1985-86	2,442	7,873,281
1986-87	2,742	8,877,100
1987-88	2,242	9,350,193

The volume copying work is produced on two Xerox 9500 copiers and a Xerox 1090 copier. Copying orders for this section totalled 4,199 as compared to 3,310 orders in the previous year. Comparison to previous years is as follows:

	Orders	Impressions
1983-84	3,558	7,848,248
1984-85	3,221	7,747,984
1985-86	3,236	7,917,587
1986-87	3,310	9,083,836
1987-88	4,199	8,552,404

The convenience copying service for the three-building administrative complex consists of 24 photocopiers. Production for the fiscal year was 3,181,719 copies. By pooling the production totals of the 24 copiers, a lower cost per copy is attained. The current cost is 3.5 cents per copy including paper as compared to 4.6 cents from the previous year. Comparison with previous years is as follows:

	Impressions	Cost/copy (incl. paper)
1983-84	3,313,755	4.50
1984-85	2,953,957	4.90
1985-86	3,185,468	4.76
1986-87	2,925,338	4.60
1987-88	3,181,719	3.50

Cost of paper increased to 0.60 cents per copy up from 0.50 cents from the previous year.

Distribution of impressions on presses and volume copiers is as follows:

	Presses	Volume Copiers
Agriculture	698,180	963,792
Cabinet Office	27,850	170,358
Civil Service Commission	355,865	215,905
Community & Cultural Affairs	355,865	608,841
Education	739,355	1,873,277
Energy & Forestry	265,775	65,171
Executive Council/Legislative Assembly	343,475	150,357
Finance	924,151	242,831
Fisheries	407,664	68,776
Health & Social Services	1,273,360	963,909
Housing Authority	53,010	26,485
Industry	159,980	611,263
Justice	377,740	401,905
Labour	306,548	85,006
Tourism & Parks	396,235	410,090
Transportation & Public Works	2,544,635	465,882
Sport P.E.I.		106,859
Miscellaneous	91,375	1,121,697
TOTALS	9,321,063	8,552,404
TOTAL - PRESS AND VOLUME COPIERS		17,873,467

Distribution of impressions on convenience copiers is as follows:

Accounting	166,111
Agriculture (2 machines)	452,551
Civil Service Commission	90,000
Computer Services	166,111
Community & Cultural Affairs	240,000
Education	166,111
Executive Council	132,840
Fisheries	97,204
Health & Social Services (17 Haviland St.- 2 machines)	200,000
Health & Social Services (Sullivan Bldg. - 2 machines)	346,111
Highway Safety	80,004
Industry	308,160
Island Information Service	80,114
Justice	95,236
Land Valuation & Assessment	167,978
Premier's Office	35,265
Tourism / Energy & Forestry (2 machines)	166,111
Transportation & Public Works (2 machines)	166,111
Treasury Board	90,000
TOTAL	3,246,018

PUBLIC WORKS DIVISION

The Public Works Division consists of the following sections:

Design
Construction
Insurance & Leasing
Energy Conservation
Properties Surveys and Mapping
Building Operation

DESIGN SECTION

The object of the Design Section is to carry out or coordinate with consultants the complete design: including plans, specifications, tender documents and construction contracts for new buildings and renovations. During the year tender packages were prepared for:

Montague Liquor Store
Montague Liquor Store Tenant Improvements
Tignish Elementary School
Kensington High School
Reroofing Tignish Elementary School
Montague High School
Queen Charlotte High School
West Kent School
Bloomfield School
Window Replacement Morell Consolidated
Georgetown Youth Centre
Tyne Valley Youth Centre

CONSTRUCTION SECTION

The Construction Section is responsible for inspecting and supervising the construction of new buildings and renovations to ensure that the contracts are completed according to plans, specifications and budget allocations.

The Construction Section provided contract supervision for a number of projects during the year. Projects completed this year were:

O'Leary Liquor Store
Addition to Grain Elevator #2 Roseneath
Holland College Annex Renovation
Riverview Manor Renovations
Reroofing Montague Junior High School and Tignish Elementary School

Projects started but not completed during the year were:

Kensington Intermediate Senior High School Addition and Renovation
Summerside Youth Center
Georgetown Youth Center

INSURANCE AND LEASING SECTION

Insurance and Leasing Section consists of one employee whose general responsibilities were:

Leasehold agreements for government office space
Cleaning contracts for leased accommodations
Administration of that part of the government insurance program less comprehensive general liability
Responsibility for the complete government insurance program was assumed by Treasury Board effective 31 March 1988.

Leases for government office space in private sector buildings are maintained throughout the province. The following changes occurred during the fiscal year 1987/88.

Leases Expired:

Baie Acadienne Industrial Commission - Regional Services Centre - Urbainville
Fairweather Holdings Inc. - Royal Commission on the Potato Industry
Thomas Warehouse - School Supply Branch
Kings County Memorial Hospital - Mental Health Branch

Leases Entered Into:

Place du Village Wellington - Regional Services Centre
Holland College Royalty Centre Annex - Provincial Learning Material Distribution Centre
Albert L. Thomas - Agriculture Dairy Laboratory
Concorde Building - Health & Social Services Summerside Regional Office
Cleaning Service Contracts for cleaning services not included in the rental agreement total seven. All specify a three day a week service.

Government Insurance Program policies were in effect for:

All-Risk Property including contractor's equipment
Boiler and Machinery
Accident Indemnity (RCMP) Auxiliary
Robbery, hold-up and employee surety bond
Government Automobile Fleet

ENERGY CONSERVATION SECTION

The Energy Conservation Section was set up in the Division in September 1984 as a two year pilot project. A system of recording and monitoring energy consumption in government owned and operated buildings was initiated and usage was compared to historical energy data. Buildings are monitored monthly and necessary adjustments made.

A base year for energy use was established and yearly use is monitored in relation to this base. Energy use for fiscal year 1985-86 showed an over-all reduction of 5 1/4% below base year and for 1986-87 the use of oil was reduced 18 1/4% below base year and electricity 5 1/4% below base year.

Oil use for the year 1987-88 was 19 3/4% below base year and electricity use was 3 3/4% below base year.

A major energy and controls retrofit was initiated for the Shaw, Sullivan, Jones Administration Complex which should lead to a reduction of approximately $100,000 per year in energy costs. Completion is scheduled for December 30, 1988.

PROPERTIES, MAPPING AND SURVEYS SECTION

Properties, Mapping and Surveys Section is comprised of Crown Properties, (Public Roads and Public Right-of-Ways), Property Mapping and Land Surveys.

PROPERTIES

The Crown Properties Section is responsible for the acquisition, disposal and leasing of land for all Departments of Government, including negotiations to purchase land necessary for road construction projects. It is also responsible for carrying out abstracts of title, noting and clearing registered encumbrances against properties to be purchased and/or to be disposed of as well as the preparation and execution of legal documents required for various real property transactions.

It is also responsible for the acceptance of streets within approved subdivisions, payment for same and the acquisition of tap drains and easements that may be required within approved subdivisions and/or along public roads.

This section negotiates satisfactory settlements for crops, lawn, shrubs, fences and tree damages (with private landowners) which result from road construction projects. This section researches and establishes the status of rights-of-way within the province. This section administers, maintains and updates a comprehensive inventory of all Crown Land, it investigates all claims of adverse possession under the Quieting of Titles Act and Land Tax Sales under the Real Property Tax Act; it certifies affidavits of transfer on behalf of Government, it administers Oath of Witness to prove the due execution of legal documents, it is responsible for the Land Tax Ledger.

The Crown Properties (Public Roads/Public Rights-of-Way) Section was involved in the purchase of 41 properties for road construction projects (23 properties - $125,864) and other properties for government purposes (18 properties - $78,750) which total expenditure amounted to $204,614.

This section also conveyed portions of old roadways back to adjoining property owners; there were 14 such transfers carried out during the year. This section also disposed of twenty (20) parcels of Crown Land which total sales amounted to $480,360 properties leased and rented for department purposes totalled $4,713. Revenue received for lease/rental of Crown Land totalled $85,471. Property Tax payments amounted to $17,427.60. This section also accepted 8,740 lineal feet (1.66 miles) of new rights-of-way resulting from the construction of subdivision streets within approved subdivisions. The monies received for payment for the construction of subdivision streets amounted to $473,116.15.

MAPPING

The Mapping Section's purpose and responsibility is to compile and maintain current computerized files on all properties located on P.E.I. currently numbering 70,611 listed both numerically and alphabetically; compile and maintain a series of current property ownership maps at various scales to cover all of P.E.I.; maintain a Map Library which sells copies of property maps, National Topographic Series maps and other maps, and provides a custom whiteprint paper reproduction service; assist and give advice on all land matters received from the private enterprise, general public and departments of government. During the year the Mapping Section handled 25,144 registry documents parcel indexed, 1,262 new properties created, 4,283 property map changes and 414 survey plans mapped and filed. Revenue received by the Map Library through the sale of maps for the year ending March 31, 1988, totalled $54,075.40. No charge sales for maps supplied to Land Valuation and Assessment were: Summerside - $997.50, Charlottetown - $13,953, and to Properties and Surveys Division - $11,019 for a total of $25,969.50.

SURVEY

The Survey Section includes a P.E.I. Land Surveyor, two calculations technicians, one draftsman and two full-time field crews consisting of one technician and one casual per crew.

Survey work is confined to properties in which the Government has an interest such as acquisitions for schools, tourist information centres, highway diversions, or the establishment of legal survey boundaries for whatever purposes may be required by a Government Department.

Requests for the Survey Section to establish the location of Highway Right-of-Way boundaries, township liens, tap drains, etc. are common.

Some of the surveys worked on during 1987 included the establishment of the Right-of-way boundaries on Grafton Street East, North River Intersection and various areas of the Charlottetown By-Pass. A number of school properties were surveyed and elevations taken for extension to the existing schools or new buildings, such as Tignish Elementary School.

A number of sites were surveyed for the locations of the communications towers across the Island.

Other surveys were carried out on a number of intersections for the Safety and Design Section, shorefront lands for the location of parking sites for fishermen, and a number of projects on Provincial Parks.

The Survey Section continues to work with the highway crews by doing calculations and plotting plans on some larger projects whenever possible.

Maintenance of the P.E.I. Grid Control Monuments is still a high priority of this Section and L.R.I.S. in Summerside were again contracted to carry out maintenance to the System. The work load for the Section continues to be heavy, especially in the calculations sections and changes are made on a continuing basis to try to streamline the work process.

The Properties, Mapping and Surveys Section wish to acknowledge the co-operation of the various Provincial and Federal Departments, Crown Agencies, private enterprise and the general public with whom the staff were involved.

BUILDING OPERATION SECTION

The Building Operations Section is responsible for the operations and maintenance of some 70 Government owned buildings located across the Province. A number of rental buildings are maintained with monies budgeted by the Leasing Section. This section is also responsible for the accommodation requirements of Government, telephone systems, buildings security, storage and re-allocation of surplus furniture and oversees the operation of the Cater-Plan cafeteria in the P.A.B.

This section is divided into three areas or regions with a maintenance supervisor and supporting staff as required stationed in each region. Accommodations, telephones, security, etc. are managed from the Central Office in Charlottetown.

Some of the major projects accomplished in fiscal year 1987-88 include:

EASTERN REGION

Kings County Courthouse and Jail

Continuing work on upgrading heating, various alterations as required by Youth Centre. Lightening protection installed, sidewalks and walkways replaced, new building signs erected.

Brudenell Resort

Continued process of ongoing maintenance at this location. A program of replacing cedar shingles on chalet roofs begun, 34 completed this fiscal year, remainder to be done fiscal year 88-89. Roof also replaced on main building over Administration/golf pro area. Kitchen floor was resurfaced. Program of replacing stoves in chalets begun. New 8" deep well and pump provided as a back up for existing water system. Many other repairs and replacements provided.

Forestry Depot, Southampton

Renovations to main office building and maintenance building to provide proper furnace room, storage areas and computer centre.

Highways Depot, Bridgetown - Salt Storage, Montague

Painting exterior of depot in Bridgetown. Roof repairs and major structural repairs to Salt Storage in Montague.

Basin Head Fisheries Museum

Installation of replacement deck on south side of the building.

Orwell Corner Historic Village

Reshingled barn and shingle mill roofs.

WESTERN REGION

Health Centre, Summerside

Purchased new ride-on lawn mower, continued upgrading of landscaping new trees, shrubs, etc. Repairs to windows, soffits, etc. on northeast corner. Also exterior trim scraped and painted.

Prince County Courthouse and Jail

Nine high pressure sodium security lights installed on perimeter of building. South wall of building repainted and foundation repaired as required. New smoke detection devices installed in jail area, this area also painted. Lightning protection provided.

West Prince Regional Services Centre

All offices painted and drapery replaced where required.

CENTRAL REGION

Hillsborough Hospital

Roofs replaced on OT Building, Pre-Discharge and Dilly House. New floor installed in auditorium. Renovations completed on Maintenance Building and building occupied.

Beach Grove Home for Special Care

New garden house, storage barn constructed.

Dr. Eric Found Centre

Sunshade and sidewalks constructed to better accommodate wheelchair patients. Parking lot(s) upgraded and expanded. Renovations completed to accommodate Home Care & Support.

Shaw-Sullivan

Sixteen windows replaced in Shaw Building. New security system installed for Pharmacy in basement of Sullivan. Major renovations carried out on Queen's Printer area, this provides better utilization of space as well as more efficient operation for Queen's Printer staff.

Jones

Ten exterior doors replaced with newer more sturdy doors. New air conditioner installed to replace the antiquated and inefficient Crysler system. Now have much better control of A/C system, also more energy efficient. Completion of servicing the air-handling system, completely rebalanced and serviced.

Provincial Correctional Centre

Replaced carpeting in Maximum. Moved house trailer from O'Leary Liquor Store and renovated to accommodate carpentry shop for use by the inmates.

Government House

Replaced window sashes as required 1st and 2nd floors. These sashes were constructed locally to match existing profiles, etc. New authentic columns were purchased for front of house. These will be installed fiscal year 88-89.

Prince Edward Home

Chimney stack inspected and repairs made as required.

Forestry, Hurry Road

New watering system installed. Central control for heating and cooling in lower greenhouse installed.

ACCOMMODATIONS

The Accommodations Section is responsible for the assignment of office space in government owned and leased buildings; telephone co-ordination and liaison between government departments and Island Telephone; and control over the inventory of surplus equipment and furnishings.

Accommodation changes included relocation of the Evangeline Regional Services Centre from temporary quarters in Urbanville to a new office complex at Wellington's Place Du Village.

The Dairy Lab, a division of the Department of Agriculture was relocated from the Farm Centre to 15 Walker Drive in Sherwood.

Summerside Regional Office of the Department of Health & Social Services was relocated from 237 Water Street to new facilities in the Concorde Building, 290 Water Street, Summerside.

Home Care & Support and the Division of Mental Health formerly housed in the Southern Kings & Queens Regional Services Centre and the Montague Hospital were relocated to the Riverview Manor in Montague.

Telecommunications

The implementation of the new centralized business system and subsequent conversion of the following Government Departments continues in this fiscal year:

Crown Prosecutors Office
Auditor General
Energy & Forestry (Upton Road & Beach Grove)
Health & Social Services (Central Office)
Dairy Lab
Transportation & Public Works including Government Garage
Mona Wilson Centre
Central School of Nursing
Richmond Centre
Legislative Assembly

Government Members Offices
Opposition Members Offices
Vital Statistics
Department of Justice
Legislative Counsel
Government House

Additionally, the Department of Transportation and Public Works has purchased two stand along electronic key systems to provide telephone service for the Highways Maintenance Depot in Bridgetown and the Evangeline Regional Services Centre.

Upgrading in telephone service was initiated and completed in the Concorde Building housing the Health & Social Services Regional Office in Summerside as well as in Riverview Manor, a new location for Home Care & Support and Mental Health Division in Montague. Our intention is to have all Government Departments and Agencies converted to the new system by end of fiscal year 88-89.

SCHEDULE OF BUILDINGS

Charlottetown and vicinity:

Sullivan Building
Shaw Building
Province House
Province House Annex
Beach Grove Home for Special Care
Highways Garage
Highways Lab Building
Government House and Garage
Dr. Found Health Centre and Mona Wilson Centre
Hurry Road Forestry Complex
Belmont Street Warehouse
Coles Building
Provincial Correctional Centre
Queen's County Forestry Offices - Beach Grove
Bunbury Nursery Complex
Brackley Visitor Information Centre
MacMillan Building
Prince Edward Home
Customs House
Sherwood Home

Hillsborough Hospital:

Hillsborough General Hospital
Laundry and Recreation Hall
Nurses Home
Superintendent's Residents and Garage
Doctor's Residents
Occupational Therapy Building
Greenhouse
Maintenance Building

Summerside Area:

Highways Garage
Prince County Courthouse and Jail
Dept. of Public Works Office
Summerside Health Centre and Storage Garage

Others:

Grain Elevator, New Annan
Courthouse and Jail, Georgetown
Kings By-Way, Pooles Corner
Scale House, Borden
Visitor Information Centre, Wood Islands
Brudenell
Brudenell Recreation Complex
Scale House, Wood Islands
West Prince Regional Service Centre
Southern Kings & Queens Services Centre
O'Leary Veterinary Clinic
Grain Elevator, Roseneath
Grain Elevator, Elmsdale
Prince County Forestry Depot
Southern Kings Highway Depot
Kings County Forestry Depot
Alberton Courthouse
Lady Slipper Visitor Information Centre
Fisheries Museum, Basin Head
Museum, Orwell Corner
VIC Portage

SCHEDULE OF BUILDING TENDERS

O'Leary Liquor Store - Opened May 28, 1987

General

Wellington Construction	$219,500
Perry's Construction	221,480
Star Construction	244,800
Maddix Construction	247,750

Mechanical

Inman Plumbing & Heating	$39,375
Rayner's Plumbing & Heating	40,942

Electrical

Gaudet's Electric	$12,420
G.O. Electric Inc.	14,860
Noye Enterprises	16,728
Waite's Electric	16,800
Inman Plumbing & Heating	18,764
Stetson's Electric	21,950

P.E.I. Youth Centre - Summerside - Opened September 3, 1987

General

Williams, Murphy & MacLeod	$3,975,000
Fitzgerald & Snow Ltd.	3,977,000
Schurman Construction Ltd.	4,014,000

Mechanical

Inman Plumbing & Heating	$612,864
Bevan Bros. Ltd.	641,000
McIntyre Sheet Metal	675,400
D.B. & J. Inc.	695,000

Electrical

Inman Plumbing & Heating	$388,973
Olympia Electric	417,000
Waites Enterprises	424,700
Univex Maritimes Ltd.	437,000

Sprinkler

Barley Sprinkler	$55,990
Vicon Sprinkler	61,344
B & G Sprinkler	64,000
Central Sprinkler	75,514

Addition to Grain Elevator #2, Roseneath - Opened October 27, 1987

General

Schurman Construction Ltd.	$59,500
Williams, Murphy & MacLeod Ltd.	66,440
Cheverie Construction	77,595

Riverview Manor Renovations - Opened November 19, 1987

General

Brothers Developments Inc.	$47,554
D.B. & J. (1971) Inc.	53,700
MacLean Construction Ltd.	54,378
K.D. Construction Ltd.	56,184
Galeb Construction Ltd.	63,795

Mechanical

Kamstar Inc.	$17,895
Brian L. Trainor	19,540
MacIntyre Sheet Metal	20,995

Electrical

Olympia Electric.	$12,600
Kamstar Inc.	13,495
Hansen Electric	16,400

Georgetown Youth Centre - Opened March 17, 1988

General

K.D. Construction	$579,000
Cheverie Construction Ltd.	593,895
D.B. & J. Inc.	623,000
Fitzgerald & Snow	631,000
MacLean Construction	632,700
Williams, Murphy & MacLeod Ltd.	698,000
Earl A. Redmond	756,000

Mechanical

Bevan Bros. Ltd.	$119,000
MacIntyre Sheet Metal	121,719

Electrical

Olympia Electric.	$79,439
Liberty Const. & Electric	79,500
Charles Stewart	87,900
Burke Electric	88,618
Storey Electric	89,400
Hansen Electric	90,000
Ford Electric.	91,800

HIGHWAY SAFETY DIVISION

The Highway Safety Division operated branches at Alberton, Souris, Montague, Summerside, and headquarters in Charlottetown, providing the general administration, safety programs and registration functions.

The Division's overall objective is to promote safe conditions for highway users, provide registration for vehicles and drivers and to support the Minister of Transportation and Public Works in the administration of the Highway Traffic Act and the Off-Highway Vehicle Act, the Roads Act, and the Transportation of Dangerous Goods Act.

During 1987/88, the reorganization of the Division which had been proposed was approved. This reorganization was necessitated as a result of the implementation of the staggered registration system, requirements that were agreed to under the National Safety Code Agreement, the proposed automation of the driver record system, and the need for quality control because of the Division's dependency on computerization.

The Division purchased new computer terminals and printers for all of its five offices to allow staff better access to terminals to improve service in the Branch Offices.

Legislation was proposed and placed before the Legislative Assembly to accommodate changes which were identified under the National Safety Code.

Regulations were prepared and approved to govern the use of the off-highway vehicles. Regulations were also drafted to change the Driver Rehabilitation Course which would enable the Division to inform and educate the first and second time offenders on the dangers of drinking and driving.

The Novice Driver Program began on January 1, 1988 with approximately 2,500 holders of instruction permits required annually to complete this course prior to being eligible for a road test. The Division has hired a co-ordinator who is responsible for training and monitoring Instructors hired from the private sector. These courses are offered in all five regions of the province.

The Portable Scale Operation shifted to the wheel-weigh type of scale to provide a more economical and flexible operation. The shift to the wheel-weigh scales allows the scale operators to move locations without any difficulty. Also, truckers feel this is a more acceptable type of weighing device.

The SAVR (Single Application for Vehicle Registration) test packages were reviewed by the Division in order that we would be able to accommodate this new type of commercial vehicle registration. The new registration system will make it much simpler for commercial truck owners who are operating interprovincially.

The deregulation of the used car dealer operation by amending the Dealer Trade License regulations has allowed ease of entry for many people who have been dealing in used cars. There are now over 75 used car dealers, up from 35 used car dealers under the old regulations. This change has allowed many operations to set up properly and operate under the guidelines established by the Division.

REGISTRATION AND LICENSING SECTION

This Section maintains records on all drivers who have had convictions for motor vehicle related offences and who are scheduled for counselling activity such as an interview or a re-examination. This Section, also maintains documents on compulsory insurance, accident statistics, and motor vehicle dealers.

This Section issues abstracts of driving records to individuals and insurance companies.

During the period April 1, 1987 to March 31, 1988, the Records Section processed approximately 44,691 transactions for various reasons. A summary of the major activities are shown in the table following. (1986-87 figures are shown for comparison purposes.)

	1986-87	1987-88
Driver License Suspensions		
Criminal Code	1,003	935
Demerit Point System	356	418
Driver Licenses Confiscated		
Criminal Code	190	146
Demerit Point System	94	100
Driver License Reinstatement		
Criminal Code	810	754
Demerit Point System	288	328
Compulsory Insurance		
Cancellations received from insurance companies	5,351	4,507
Accidents		
Fatalities	32	16
Injuries	987	1,024
Number of Fatal Accidents	23	15
Number of Collisions	3,630	3,559
Judgment Recovery (P.E.I.) Ltd.		
Number of new cases	5	2
Dealer Trade License		
Class 'A' New and Used Vehicles	22	29
Class 'B' Sub-dealers	4	4
Class 'C' Used Vehicles	42	63
Class 'D' New and Used Mobile Homes	-	3

SYSTEMS DEVELOPMENT AND QUALITY CONTROL SECTION

The Systems Development and Quality Control Section was created officially in May 1988. The section consists of 4 employees. This section has two primary functions:

1. Development, modification and enhancements of new or existing division systems.

   Driver Vehicle System
   SAVR System

2. Revenue Balance and Quality Control

Since its inception, the section has been involved in development of a computerized Records Management System, Single Application for Vehicle Registration (SAVR) and the Interprovincial Record Exchange (IRE) system. The section is responsible for daily revenue balancing, quality control of all the Divisions computer files, user reporting and problem solving.

VEHICLE REGISTRATIONS 1987

CAR	TRUCKS	MOTORCYCLES	BUSES	SPE	TRAILERS	PRP
60,169	18,729	2,119	425	490	1,344	430

TOTAL = 83,706

NOTE - The 1987 report has included in it's total, approximately 500 bogus registrations which were required to be created for system testing and staff training reasons but have yet to be deleted. The majority of the bogus registrations were of the 'car' type.

VEHICLE REGISTRATIONS 1986

CAR	TRUCKS	MOTORCYCLES	BUSES	SME	SV	PRP
56,224	19,708	2,003	411	593	273	579

TOTAL = 79,791

DRIVER LICENSES ISSUED

Newly Licensed	2,765
Renewed Drivers	25,630
Exchanged Licenses*	1,344
TOTAL	29,739

*Out-of-province driver licenses exchanged for P.E.I. license.

To obtain the above figures, coder programs were implemented. Coder is a software package whereby it will generate a cobol language program to produce a report by using the data files you specify and containing the information selected. To date, this section has produced 60 + programs to secure information from the DVS (Driver Vehicle System) files.

SAFETY SECTION

Activity, as it relates to driving, was divided into two categories - the driver, and, the vehicle.

In each of these categories, the measures designed to counter highway collisions were separated into education and enforcement techniques primarily directed to highway users, followed by engineering developments directed to safety improvements of the vehicle.

Countermeasures were planned and conducted on the premise that the driver is ultimately responsible for motor vehicle operation on the highway. In consequence, the countermeasure strategy was to increase the driver's knowledge of highway laws and safe driving practices by creating a general awareness through the public news media, in testing new drivers, licensing control over newly licensed drivers, and correction of unsafe practices among other drivers.

The Safety Section plans and co-ordinates the following programs:

1. Promotion of Highway Safety
2. Driver Improvement
3. Motor Vehicle Inspection

PROMOTION OF HIGHWAY SAFETY

Driver Testing

The basic objective of the driver testing is to establish and maintain acceptable standards for the issuance of driver licenses for all classes of vehicles in accordance with the provisions of the Highway Traffic Act, Regulations, and Departmental Policy. To obtain a drivers license, an applicant needs the necessary knowledge, skill, physical and mental ability to safely operate a motor vehicle. The driver examiner tests all drivers requiring an initial license and those requiring a higher class of license. Tests are passed by successfully completing a written examination of rules of the road, a vision screening, and an actual road test.

In 1987, the driver testing section conducted 4,516 written and oral knowledge tests, with a failure rate of 24%. Road tests were administered to 4,973 applicants, with a failure rate of 42%. The total number of oral, written and driving tests administered in the five regional offices in Charlottetown, Summerside, Alberton, Souris and Montague was 9,489.

To promote correct driving habits, the Division encouraged young drivers to become involved in a Driver Education Program. Applicants enrolled in a Driver Education Program can obtain their Instruction Permit when they are 15 1/2 years of age. The applicant must produce a letter from the Driver Education Instructor stating that they are enrolled in the Course. Although the applicant can receive their Instruction Permit when they are 15 1/2, they still have to wait at least 30 days after their 16th birthday before going on a road test.

The private sector has schools operating in Prince, Queens and Kings Counties. A twenty-five hour in-classroom Driver Education Program was conducted at Three Oaks High School, Bluefield High School, Morell High School, Colonel Gray School, Charlottetown Rural, and Young Drivers of Canada in Charlottetown.

The Driver Education Course is designed to help new drivers develop good driving habits and to obtain a drivers license. The Program for 15 1/2 year old drivers allows young drivers more exposure to behind-the-wheel training.

Media Training

This Section provides safety information to the driving public in all areas of highway driving. Each year the Safety Division uses newspapers, radio and television to deliver messages promoting bicycle safety, rules of the road, pedestrian safety, winter driving, registration and license renewal reminders, and seat belt use. Impaired drivers are a continual problem on the highways and a constant campaign is conducted to encourage people not to drive after they have been drinking.

Accident Reporting System

Computer records are kept on all reported motor vehicle accidents. During 1987, it is estimated that 918 million kilometers were driven by motor vehicles on Prince Edward Island. There were 3,642 collisions resulting in 1,067 injuries and 18 fatalities. The eighteen (18) fatalities includes eight (8) drivers, seven (7) passengers, two (2) pedestrians and one (1) motorcyclist.

DRIVER IMPROVEMENT

The primary function of the Driver Improvement Section is to identify the problem drivers (by their driving record) and to induce them to change their driving habits and attitudes, thereby reducing fatalities, injuries, and property damage.

Defensive Driving Courses

Courses on safe driving habits have been developed by the Canada Safety Council with the co-operation of the Provincial Government. Attendance at these courses is voluntary and those who successfully complete the course are given a bonus of 3 points which can be used as a credit in the Demerit Point System. Besides the attraction of 3 demerit points, the Defensive Driving Course develops safer drivers for Prince Edward Island highways.

In 1987, there were 24 Defensive Driving Courses offered in the Province with 367 students participating and 316 successfully completing the course.

Driver Improvement Courses

When a driver accumulates six or more demerit points, a letter is issued advising of the consequences which could result from further demerit points. If a driver accumulates nine or more demerit points, the driver is required to attend a Driver Improvement interview in which the driver is assisted in achieving an awareness of the driving problem and developing a solution to that problem. After a driver accumulates 12 or more demerit points, the license is suspended for a period of three months. To have suspended licenses reinstated, drivers must attend a reinstatement interview and it is a mandatory condition of the reinstatement of licenses that drivers attend a Driver Improvement Course within six months of having their license returned. If a driver fails to attend the required Course, the license may be further suspended.

In 1987, four Driver Improvement Courses were held throughout the Province with 148 drivers required to attend. Seventy-six (76) of those attended, with 71 successfully completing the course.

Driver Rehabilitation

This is the Alcohol and Drug Abuse Program. All drivers who are convicted of a second or subsequent offence pursuant to Section 237A, 237B, 238(5), or 239(1) of the Criminal Code of Canada must attend an Impaired Drivers Course conducted by the Highway Safety Division. This Course must be completed before a driver suspended under these Sections can have his driver's license reinstated.

In 1987, four courses were conducted throughout the Province. Two hundred and thirty-one (231) people were required to attend with 88 suspended drivers attending and 87 of the attendants completing the Course. Anyone who did not complete the Course would not have their license reinstated.

The Assessment Program requires drivers with three or more convictions for impaired driving to have an alcohol assessment completed and if required, undergo curative treatment at an Addiction Service Centre. A probationary driver's license may be returned to the driver only if the treatment program recommended by Addiction Services was followed. The probationary license is valid as long as the curative treatment program was followed. In 1987, 211 drivers were put through this program with 193 drivers receiving a probationary license and 28 drivers being cancelled for failing to comply with their probationary order.

ANNUAL MOTOR VEHICLE INSPECTION

The Motor Vehicle Inspection Program continued in 1987 to monitor the operating condition of motor vehicles in Prince Edward Island. The compulsory inspection of passenger cars, light trucks, heavy trucks, farm trucks trailers, and motorcycles totalled 81,170.

In 1987, there were 197 inspection stations with 411 licensed mechanics involved in the periodic inspection program. The inspection stations and licensed mechanics carried out the following inspections:

Vehicles Inspected	81,170
Farm Trucks Approved	1,451
Vehicles Approved	72,728
Motorcycles Approved	1,281
Vehicles Rejected	5,710

The Motor Vehicle Inspection officers co-operated with police agencies to conduct stop-check programs for unsafe vehicles on the highways. There were approximately 8,000 vehicles observed in the vehicle stop check program resulting in 403 charges and 1,197 written warnings.

TRANSPORTATION DIVISION

AIR

There have been significant changes in air service in this Province since the process of regulatory reform pertaining to the domestic air carrier industry was begun in 1984 and air passenger service has never been better. At present two national carriers are providing jet service, two regional carriers are providing modern turbo prop service, and a fifth carrier has announced the inauguration of jet service to Montreal via Moncton. While there have been positive effects from regulatory reform in the form of greatly improved level of service, there have been no noticeable benefits insofar as fare levels are concerned, other than those which apply to a select segment of the travelling public which is in a position to take advantage of seat sales. Fares have continued to increase with inflation and the wide disparity between regular and seat sale fares persists, providing no relief to persons travelling on business or on compassionate grounds.

With the exception of the Magdalen Islands, air cargo service for the province's shippers and receivers is mainly provided through Halifax or Moncton.

Air Canada continued its jet service between Charlottetown, Ottawa and Toronto on a daily basis throughout the year, augmented by a non-stop Charlottetown-Toronto flight during the June to September period. In 1987 Air Canada recorded a profit of $45.7 million.

Canadian Airlines International Limited continued to provide jet service with at least two return flights daily through Halifax to various destinations including St. John's, Montreal, Ottawa, and Toronto, using Boeing B-737's. The PWA Corporation which controls Canadian Airlines and Air Atlantic, together with other airlines, recorded a profit of $1,200,000 in 1987.

Air Nova provided at least four daily return flights between Charlottetown and Halifax throughout the year using deHavilland Dash 8's as did Air Atlantic with Dash 7's and Dash 8's.

AIRPORT CONSULTATIVE COMMITTEE

The Charlottetown Airport Consultative Committee was established after the completion of the new airport to replace the Airport Development Committee which functioned during the planning and construction of the new airport. The purpose of the new Committee is to provide effective consultation between Transport Canada and various interested parties with respect to the operation of the airport. Its membership includes representatives of Transport Canada, Transportation and Tourism departments of the Provincial Government, the municipalities of Charlottetown and Sherwood, the Charlottetown Area Regional Planning Board, the Chamber of Commerce, the airlines and others.

The Committee meets several times a year at the call of the chairman, who is the local airport manager. Among the matters discussed during the past year were:

1. Extension of runway 10-28 to 7,000 feet and relocation of Instrument Landing System to that runway from 03-21, the existing runway for jet traffic;
2. Rehabilitation of the south end of runway 03-21;
3. Proposed Federal cost recovery policy;
4. Fire/rescue personnel standards;
5. Land development in vicinity of airport.

ATLANTIC PROVINCES TRANSPORTATION COMMISSION

The Atlantic Provinces Transportation Commission, now in its 64th year of operation as a regional shippers' service agency, continued to offer a wide range of transportation related services to business and industry in the Atlantic Region. The Commission draws its financial support from the four provincial governments and is governed by a board of directors, ten of whom are appointed by the provincial governments, with the remaining ten being appointed by the Atlantic Provinces Chamber of Commerce. The Commission operates from offices in Moncton with a staff of twelve and renders assistance to transportation users, agencies and organizations in such matters as rate negotiation, rate information, advice on routing and on carriers' services, and undertakes the organization of seminars and shippers' meetings, preparation of briefs and submissions, publication of transportation directories and a newsletter as well as other activities too numerous to mention.

The Commission maintains a computerized transportation tariff library covering all modes, the only such facility in the Region.

During the year the Agency organized meetings dealing with various issues including transportation regulatory reform, new transportation legislation, and federal sales tax reform, and, under the auspices of the Maritime provinces' governments, completed a study on the future of rail service and the impact of rail abandonment in the Maritime Region.

Prince Edward Island's contribution to the Commission's 1987/88 budget was $43,785.

The directors representing Prince Edward Island on the Commission are:

Kenneth A. MacKenzie, Government of Prince Edward Island
David A. Scales, Government of Prince Edward Island
George Key, Atlantic Provinces Chamber of Commerce
Norman Clarey, Atlantic Provinces Chamber of Commerce

BUS TRANSPORT

Scheduled bus service is provided to, from, and within the province by three carriers.

VIA Rail Inc., pursuant to an Order of the Canadian Transport Commission, issued when Canadian National Railways was authorized to terminate rail passenger service in Prince Edward Island, operated two daily return trips between Charlottetown, Summerside, and Moncton under a charter arrangement with a private carrier. This provides connections with mainland transcontinental passenger train service as well as an inter-city service to Moncton, although the schedule for the latter is not very convenient.

Island Transit, the provincially-owned carrier established when SMT Limited abandoned the Prince Edward Island service in 1976, continues to operate a year round, five day, per week passenger and parcel express service between Tignish, Summerside and Charlottetown and, on a seasonal basis, from early June to mid-October, daily return service between Souris and Charlottetown and between Charlottetown and New Glasgow, Nova Scotia interlining with Acadian Lines at that point.

In September, Island Transit took delivery of a new forty-seven seat inter-city coach manufactured by MCI of Winnipeg. This vehicle represents the latest technology in public highway passenger equipment and is a welcome addition to the Island Transit fleet.

Island Transit recorded an operating deficit of $6,772 for the 1987/88 fiscal year.

SMT Limited operated a twice daily inter-provincial service for passengers and express between Charlottetown, Summerside, and Amherst, Nova Scotia, providing connections at that point with other SMT services and other bus lines for service to regional and North American points.

Charter services were provided by SMT Limited and Trius Tours.

FEDERAL/PROVINCIAL COMMITTEE ON ATLANTIC REGION TRANSPORTATION (F/P CART)

F/P CART was appointed by the Minister of Transport in 1969 to examine Atlantic Region freight subsidy programs to determine if funds appropriated for these programs could be used more effectively to promote regional economic development. Several years after its establishment, the Committee became the principal forum for Federal/Provincial consultation on transportation policy. The Committee has not been as active in recent years as it had been previously and is presently reviewing its role.

During the year under review, the Committee's major emphasis was on freight subsidy matters while such functions as effective consultation on transportation policy developments and information interchange were, to an extent, neglected. This Committee can be a very useful tool for Atlantic provincial governments and every effort should be made to strengthen it and restore it to its former status.

Matters dealt with by the Committee during the year include airport management proposals, national transportation policy, regulatory reform, National Transportation Agency, reorganization of Transport Canada, Federal cost recovery proposals, Auditor General's report, Coasting Trade Act, Shipping Conferency Exemption Act, as well as numerous freight subsidy matters.

The Committee met several times during the year and its members are representatives of Transport Canada and senior transportation policy officials of the five eastern provinces.

FEDERAL/PROVINCIAL COMMITTEE ON TRANSPORTATION STATISTICS

This Committee was established by Statistics Canada as a forum for provincial/Territorial input to the process of planning and operating transportation statistics programs. It is composed of representatives of Statistics Canada, Transport Canada, the National Transportation Agency and officials of the departments responsible for transportation and statistics in the provinces and Territories. It usually meets twice a year, relying on working groups to complete various tasks for consideration at meetings of the full Committee.

FEDERAL SALES TAX REFORM

A white paper released by the federal Department of Finance in June 1987 contained a proposal that the existing federal sales tax be eliminated and replaced by a multi-level tax applicable to nearly all products and services at all stages of the production and distribution chain, including freight transportation services. This proposal has prompted a great deal of concern among shippers in the Atlantic Region who perceive it as a tax on distance and fear that it will adversely affect their competitive positions in major market areas. Meetings have been held with Federal Finance department officials who have given assurances that, because of a tax credit system, the transportation tax will not have an impact on shippers. However, representatives of business and industry in this region are not convinced that cash flow and competitiveness will not be affected by the new tax and further representation to federal authorities concerning this matter is planned.

FERRY SERVICE

Marine Atlantic ice breaking ferries coped fairly well with ice conditions in Northumberland Strait and winter ferry service is more reliable than it used to be.

During the year, Marine Atlantic operated its Borden-Cape Tormentine service on schedules which varied from 14 crossings daily from each terminal to 20 crossings per day during the summer months with additional crossings being operated when required. For most of the year automobile traffic was accommodated without extensive delays but backlogs developed in July and August which brought harsh criticisms from tourists and truckers alike who could see the MV Abegweit sitting idle along the dock while the line ups grew longer. Capacity for trucks proved inadequate at various times of the year and complaints from truckers were frequent.

Marine Atlantic established a Committee to investigate capacity on the Borden-Cape Tormentine service and recommend appropriate measures for correcting problems which are identified. The membership of the Committee comprises representatives of Transport Canada, Marine Atlantic, Department of Transportation and Public Works, Department of Tourism and Parks and the trucking industry.

The group met several times during the year and its findings were that truckers are subjected to delays of one crossing or more frequently during the late winter/early spring period. The Committee is presently examining a number of options for dealing with this problem. The group recommended that the MV Abegweit be used to better advantage during the tourist season to keep traffic congestion at the terminal at a minimum and spare the travelling public unnecessary delays.

Marine Atlantic revised its tariff for the Borden service to produce a 6% increase in revenue for 1987 and effected a further revision to produce a 4% increase for 1988. The cumulative increase for the two years amounted to 20% for passengers, 4.2% for automobiles and a range of 10% to 16% for trucks.

The subsidy paid to Marine Atlantic to cover the 1987/88 operating deficit for the Borden-Cape Tormentine service was $25,333,000.

Northumberland Ferries Limited

Northumberland Ferries Limited was unable to resume operation of the Wood Islands-Caribou service on the scheduled date of May 1st due to ice conditions in the Strait. The operating season commenced on May 7th in 1987, eight days later than in 1986.

Northumberland Ferried Limited operated on a schedule ranging from 8 crossings from each terminal in the late fall to 18 crossings from each terminal during the summer months. Although maximum use was made of the available vessel capacity, there were delays of up to 6 hours during the tourist season and extensive delays for truck traffic during the fall. Federal transport authorities announced that 400 crossings would be added to the schedule for 1988, bringing the total for the operating season to 6,600. These additional crossings should help reduce congestion at the terminals in the fall, but will do nothing to correct the serious capacity problem which exists in the summer. This problem will not be solved until larger vessels are added to the fleet.

The construction of two 150 car capacity bi-level ferries for this service was first recommended in a federal study completed in 1977 and the need for these vessels prompted Northumberland Ferries Limited to submit a proposal for their construction to federal transport authorities in 1982. The Province, as well as the Province of Nova Scotia, has made representation to the Federal Government in support of this proposal on numerous occasions. While the proposal has led to federal studies and surveys and there appears to be recognition of the need for the additional capacity, we are still awaiting a decision to proceed with the acquisition of the new ships. The lack of a positive decision is most disappointing, not only because present capacity is grossly inadequate for the demand, but because there is concern that the oldest of the existing ferries, the MV Lord Selkirk, which is about to begin its 31st year of operation, is near the end of its useful life and may not be granted an operating certificate beyond 1990.

Northumberland Ferries Limited revised its tariff to generate a 6% increase in revenue in 1987 and a 4% increase for 1988. This had the effect of increasing passenger rate by 10.7% over the two years, while the automobile rate increased 10% and trucks were subjected to rate increases ranging from 10% to 11%.

The federal contract with the operator of this service provided a subsidy of $6,100,000 to cover the 1987 operating deficit.

CTMA (Cooperative des Transport Maritime et Aerieu)

CTMA continued to operate its 6-day per week ferry service between Souris and Grindstone, Magdalen Islands from the 1st of April to the end of January, expanding the schedule to provide 7 crossings per week from mid-June to mid-September. CTMA revised its tariffs for 1987 and 1988, producing an 8.2% increase in the passenger rate over the two-year period, while automobile rates increased 7.9% and truck rates approximately 5.5%.

The 1987 contract subsidy for this service was $1,765,000.

FIXED CROSSING

The prospect of a fixed crossing to replace the Borden-Cape Tormentine ferry service as the principal transportation link with the mainland gained momentum in 1987. Public hearings were held, studies were commissioned, and an information office was opened in Charlottetown by Public Works Canada which maintains a library of reports, answers inquiries and publishes a monthly newsletter reporting progress on the project. A plebiscite held on January 18, 1988 indicated that 59.4% of Islanders who voted favoured a fixed crossing. Public Works Canada decided to call for proposals from several different consortia and estimated the cost of the 5-year construction project to be between $500 million and $700 million. The seven consortia invited to submit proposals were

Abegweit Crossing Ltd., Halifax
Banister Continental Ltd. - Trimmac Ltd., Toronto

Dilligham Construction Ltd., Vancouver
Monenco Maritimes Ltd., Halifax
Northumberland Bridge Builders, Toronto
PEI Crossing Ventures Montreal
W.A. Stephenson (Western) Construction Ltd., Calgary

Federal officials have suggested that construction of a bridge or tunnel across the Strait could begin as early as 1989. A study carried out by the Atlantic Provinces Transportation Commission estimated that a fixed crossing would save the trucking industry between $5.1 million and $8.2 million annually.

FREIGHT AUDIT SERVICE

The Freight Audit Service is a regional transportation agency which was established by the Maritime Provinces' governments to assist business and industry in reducing transportation costs by means of a process of auditing freight bills, identifying overcharges and claiming refunds from carriers. The agency is affiliated with the Atlantic Provinces Transportation Commission and derives roughly 40% of its revenue from grants from the three provincial governments and approximately 60% from charges to clients, based on 50% of the refunds generated by the audit service. In 1987 the Freight Audit Service recovered $115,768 in overcharges. It serves ninety-eight clients, ten of which are located in this Province.

The 1987/88 revenue for the freight Audit Service totalled $101,432, of which $42,129 was derived from provincial grants. Prince Edward Island's share of the government contributions was one-twelfth, or $3,515.

FREIGHT SUBSIDIES

Shippers in the Atlantic Region continued to benefit from the freight subsidy programs provided under the Maritime Freight Rates Act and the Atlantic Region Freight Assistance Act. These subsidy programs which apply on freight movements from and within the Atlantic Provinces and Northeastern Quebec have been effective in enabling some of our industries to be competitive in markets which would otherwise be inaccessible. The subsidy programs are administered by the National Transportation Agency in Hull and part of this administrative function is in the process of being transferred to Moncton.

The following is a breakdown of payments under the various programs for 1987:

Maritime Freight Rates Act	
Basic 'Westbound' Subsidy - Rail	$13,100,000
Atlantic Region Freight Assistance Act	
Movements Westbound from the Region	
Selective 'Westbound' Subsidy - Rail	4,200,000
Basic 'Westbound' Subsidy - Truck	22,200,000
Selective 'Westbound' Subsidy - Truck	7,700,000
Movements Within the Region	
Intra Regional Subsidy - Rail	6,700,000
Intra Regional Subsidy - Truck	37,600,000
Intra Regional Subsidy - Water	600,000
Total all Programs	$92,100,000

MARITIME PROVINCES TRANSPORTATION COMMITTEE

The Maritime Provinces Transportation Committee was established by the Council of Maritime Premiers in 1973 to achieve a coordinated approach to transportation in the Maritimes. It reports to the Council on various transportation matters which are regional in scope and effect.

The Committee met on several occasions during the year to deal with a number of issues, including the following:

National Transportation Act 1987
Motor Vehicle Transport Act 1987
Monitoring of new Federal Transportation Legislation
Rail Line Abandonment
Federal/Provincial Consultation on Regional Port Operation and Development
Uniformity in Intra Provincial Truck Regulation; and
Federal Tax Reform (proposal to impose sales tax on freight transportation services).

The members of the Committee are the directors of transportation policy in the three provincial governments and funding for research projects, when required, is drawn from the Council's budget.

MOTOR CARRIER REGULATORY REFORM

With the coming into force of the Motor Vehicle Transport Act 1987 on January 1, 1988, Canada took a major step toward a substantially changed regulatory regime for inter provincial trucking. This culminated a process which began in the early eighties, as a result of pressure from business and industry, and gained momentum when the Federal/Provincial Territorial ministers responsible for transportation signed a Memorandum of Understanding in 1985 committing their governments to a number of uniform regulatory reform measures designed to improve efficiency and foster competition in the trucking industry with the objective of lowering transportation costs and improving service.

This Province has amended its Motor Carrier Act twice to make it compatible with the 1985 Memorandum of Understanding and the new Motor Vehicle Transportation Act. Prince Edward Island is now well in the forefront of regulatory reform in Canada. Unfortunately, some provinces have made little progress toward this objective with the result that the uniformity sought by carriers and their customers has not been achieved to date, a source of frustration to shippers and receivers, as well as truckers.

At year end, there were 469 trucking firms licensed to operate in the Province. Of this total, 46 carriers were authorized to operate within the Province only and 398 were authorized to operate extra-provincially. Twenty-five hold both extra-provincial and intra-provincial operating authorities. As a result of an expanded list of commodities exempt from motor carrier regulation adopted by the Province in 1986, there are many carriers operating into the Province which no longer require a motor carrier license.

NATIONAL TRANSPORTATION POLICY AND LEGISLATION

The new National Transportation Policy, which was envisaged in the white paper entitled 'Freedom to Move' released by the Minister of Transport in 1985, became a reality with the coming into force on January 1, 1988 of the National Transportation Act 1987 and the Motor Vehicle Transport Act 1987, as well as the Shipping Conference Exemption Act, which was proclaimed in December 1987. The new policy is a radical departure from the

federal policy which had governed transportation in Canada since 1967, in that it is based on the premise that competition and market forces should control transportation in Canada, rather than a combination of competition and government intervention through regulation as provided by the 1967 National Transportation Act. The new National Transportation Act introduces regulatory reform for the rail mode and completes the process of deregulating the air mode which began in 1984. It also creates a new transportation regulatory agency to replace the Canadian Transportation Commission. The National Transportation Agency will be smaller than the CTC, due to less regulatory activity, and will not have separate administrations for the four principal transportation modes. It will have a regional office in Moncton, an improvement recommended by this Province when the new legislation was being drafted.

A feature of this legislation, which is particularly important to the Atlantic Region, is a statement in the policy section that "transportation is recognized as a key to regional economic development, and commercial viability of transportation links should be balanced with regional economic development objectives." This represents a victory for the Atlantic Provinces' governments, which, for over a decade, sought to have this principle enshrined in legislation. The drafting of the new Act involved the Transportation Division in many Federal/Provincial and inter-provincial work sessions.

The Province's position respecting the new legislation was enunciated in a 21-page submission presented to the House of Commons Standing Committee on Transportation by the Minister on March 31, 1987.

The Transportation Division participated in the development of the Motor Vehicle Transport Act through membership on the CCMTA Standing Committee on Motor Carriers and other inter-provincial consultative groups.

PORTS

The Transportation Division is represented on the Maritimes Regional Advisory Council, a body established under the Canada Ports Act to monitor the operation and development of ports and public harbours, and make recommendations to the Minister of Transport respecting the same. The Council comprises representatives of the Federal and Maritime provincial governments, port authorities, and business and industry involved in water transport. The Council met on three occasions during the year.

The following is a summary of improvements to the Island's principal ports carried out during 1987:

CHARLOTTETOWN

East & West Shed Roof Repairs	$31,644
General Maintenance	$19,062
Total	$50,706

SUMMERSIDE

East & West Shed Roof Repairs	$10,700
New Bollards - Holman's	14,800
Rebolt & Replace Bracing & General Upgrading	34,039
Marine Terminal SS Pile Repairs	17,748
Queen's Basin Dredging	178,880
General Maintenance (3 wharves & 2 sheds)	63,377
Wharf Maintenance (3 wharves)	37,413
Total	$356,957

SOURIS

Approach Road Lighting (Marine Terminal)	$15,200
General Maintenance (4 wharves & breakwater)	81,258
Total	$96,458

CAPITAL

Project 'A'	Total	$2,672,147
	1987-88	$525,000
	1988-89	$2,147,147

GEORGETOWN

Copewall Repairs, Paving & Lighting	$109,026
General Maintenance	$ 14,848
Total	$123,874

RAIL TRANSPORT

Rail service in Prince Edward Island continued in rapid decline during the period covered by this report, setting the stage for complete withdrawal of CN's rail operation in the Province. More and more shippers and receivers have been attracted to CN's inter-modal service by various strategies are forced to use highway transport because of drastic increases in rail freight rates. The potato industry has, for the most part, relinquished its traditional means of moving product to the domestic market in favour of trucking or intermodal services with the result that the number of rail cars moving to and from the province has dwindled from 47,000 in 1967 to 1,590 in 1987. The number of railway employees in the province, over the same period, has decreased from 450 to 30 and rail tonnage has shrunk from 843,780 to 98,074. Armed with this evidence Canadian National has indicated its intention to seek the approval of the National Transportation Agency to abandon the Prince Edward Island railway and is expected to initiate this process in the immediate future.

This has led to many expressions of concern on the part of rail users who do not have an acceptable alternative. Section 165 of the new National Transportation Act provides that the National Transportation Agency must order a line abandoned if it is not economic and there is no reasonable likelihood of it becoming economic in the future. Given the current level of utilization of rail service, it is almost certain that the Agency will determine that rail lines in this Province are uneconomical and will have no alternative but to order them abandoned.

The impact of the diversion of freight traffic from the railway to the highway mode on our highways has already become apparent in the form of greatly accelerated deterioration, and the effect of losing the competitive advantage afforded by the rail component of the transportation system will be felt by shippers and receivers in the future.

In consideration of the foregoing then, it is essential that the Province obtain guarantees from the Government of Canada that, if federal authorities permit rail service in Prince Edward Island to be eliminated:

1. Our shippers and receivers will not be placed at a disadvantage by higher transportation costs or poorer services;
2. Ongoing federal assistance will be provided to upgrade and maintain the highway system to accommodate and compensate for the heavy truck traffic generated by the loss of rail service.

To provide a basis for negotiations with the Federal Government respecting these guarantees, the Department of Transportation and Public Works entered into an agreement with Transport Canada to carry out two studies on the impact of loss of rail service.

A contract for $99,420 was awarded to ADI Limited of Fredericton and the Trade and Transportation Group of Ottawa to carry out a study of The Impact of Railway Abandonment on Transportation Costs and Service in Prince Edward Island.

A $49,735 contract was awarded to Coles Associates Ltd. of Charlottetown and Fiander-Good Associates Ltd. of Fredericton to undertake a study of The Determination of the Implications of Rail Line Abandonment on the Provincial Highway System of Prince Edward Island.

Both of these studies were completed early in 1988. The consultants for the first study estimated the impact of rail abandonment on increased transportation costs for shippers and receivers to be $12,096,421 and the capital costs related to alternative facilities for converting to the highway mode to be $3,232,775 for a total financial impact over the ten year period beginning in 1986, of $15,319,196.

The consultants for the highway impact study estimated the cost of increased highway construction and maintenance resulting from the diversion of freight traffic from the rail mode to the highway mode to be between $80,970,000 and $145,380,000 for the period 1970 to 2006.

It is apparent from the findings of the consultants that the loss of rail service would have a very substantial negative impact on the Island's rail users and would place a monumental burden on the Province's financial resources.

Section 175 of the National Transportation Act provides for federal financial assistance for rail users who are required to construct or acquire alternate facilities due to being forced by the loss of rail service to use other modes. This may be of some benefit to Island shippers and receivers, but federal authorities have not released details of the administration of this assistance or guidelines for rail users who may need to apply for it.

For the year 1987, Canadian National Railways recorded a profit of $120,582,000 on all of its various enterprises, while CN Rail had a profit of $111,375,000.

The following table indicates the status of rail abandonment applications in the Province at March 31, 1988:

LINE	MILEAGE	MILES ABANDONED	MILES ORDERED KEPT IN SERVICE	DATE OF CTC ORDER	ORDER SUBJECT TO REVIEW
Murray Harbour Subdivision (including Vernon and Mount Herbert Spurs)	56.75	34.55	22.2	Feb 23/85	Feb 23/89
Montague Subdivision (including Georgetown Spur)	30.44	4.83	25.61	Nov 23/84	Nov 23/89
Elmira Spur	9.85	4.85	5.00	May 10/84	May 10/89
Souris Subdivision	55.02		55.02	Aug 5/85	Aug 5/90
Kensington Subdivision (Linkletter to Tignish)	65.16		65.16	Nov 14/85	Nov 14/88
Totals	217.22	44.23	153.01		

LINES FOR WHICH ABANDONMENT APPLICATIONS HAVE NOT BEEN FILED

Kensington Subdivision (Emerald to Linkletter)	19.45
Borden Subdivision (Charlottetown to Borden)	42.40
	61.85
TOTAL RAIL SYSTEM (miles)	279.90

RAIL PASSENGER TRANSPORT

The Department participated in a federal/provincial/territorial study to review the costing methodology and the charges imposed on Via Rail Inc. by the Canadian National Railways and C.P. Rail for services related to the operation of its passenger trains. It has been alleged that charges levied on Via by the two railways have been unfair and have contributed unduly to the operating deficit incurred by the crown corporation in providing rail passenger service. It is anticipated that the findings of the study will suggest some relief for Via from excessive charges by the railways.

The total cost of the study is $40,000, of which Prince Edward Island's share is $270. The final report will be tabled later this year.

Via Rail operated two passenger trains daily between the Maritimes and Montreal in 1987. The acquisition of new passenger cars, long awaited by Via, has been deferred again. In lieu of new equipment, Via will receive $361 million over five years to purchase 19 new locomotives and refurbish the 200 1954 vintage coaches it has been operating. Via's on-time performance record was only 72%, a problem which can probably be attributed in large measure to the antiquated equipment it is forced to operate.

From 1987, Via Rail's financial statements showed a net loss of $6,021,000. The Corporation received a total of $536 million from the Federal Government, $452 million for operating losses, and $84 million for capital expenditures.

TRUCK TRANSPORT

There were numerous developments in 1987 affecting the trucking industry. The Motor Vehicle Transport Act which will implement regulatory reform is dealt with elsewhere in this report, and other major initiatives such as a national study on vehicle weights and dimensions and the development of a National Safety Code are mentioned in other sections of the Department's report.

TELECOMMUNICATIONS REPORT

1987 was a busy year for ministers and officials in the area of telecommunications. This was substantially due to involvement with their provincial, federal and territorial colleagues in discussions regarding the development of national telecommunications policy.

The federal, provincial and territorial Ministers met in Edmonton on April 2 and 3, 1987. This was a very cooperative meeting at the end of which the Ministers signed a Memorandum of Understanding, accepted a proposal for an agreement in principle on the responsibilities of each level of government in the field of telecommunications and a proposed agreement on a uniform level of interconnection to the carriers' local systems. Ministers then directed officials to prepare recommendations regarding mechanisms and timetables for the implementation of these agreements.

These agreements specify, among other things, that:

1. intraprovincial activities, including conditions of access to intraprovincial networks, are a matter of provincial responsibility;

2. interprovincial and international activities are a matter of federal responsibility to be shared with the provinces through appropriate joint mechanisms.

Communications networks, however, do not easily separate into purely interprovincial and intraprovincial sections. Federal and provincial officials have met frequently through the year to address this particular problem and others that are related to it. Considerable progress has been made but some areas still remain to be resolved in the coming year so that final agreements may be prepared for acceptance by all governments.

Relating to these discussions is a case now before the Supreme Court of Canada which will determine whether Alberta Government Telephones (AGT), which is now subject to provincial jurisdiction, will fall under federal jurisdiction. That decision, which is expected in the coming year, will probably constitute a precedent that will determine jurisdiction in all provinces.

In the past year, the Province along with our two partners in the Council of Maritime Premiers, intervened in two cases before the federal regulator, the Canadian Radio-Television and Telecommunications asking the CRTC to review and reverse an earlier decision refusing CNCP entry into the long-distance service market. We opposed such a change and the CRTC denied the CNCP's application.

The Council of Maritime Premiers also opposed a proposal by the CRTC to permit the resale of certain elements of the telephone carriers' local service in the federally regulated territories of Quebec, Ontario, British Columbia, Newfoundland and the Northwest Territories. The CRTC, however, allowed such resale to go forward. Our concern was that such a decision would constitute a precedent for other jurisdictions and it was of particular concern in light of the Supreme Court case mentioned above.

In another federal area, the Minister wrote to the Governor-in-Council regarding a decision of the CRTC which related to long distance competition. The CRTC had earlier denied an application for such service which had been appealed to the Governor-in-Council. In essence, the Governor-in-Council upheld the Commission's decision. This case has not been resolved as yet and it is now in the Supreme Court of Canada.

Provincial officials have continued their involvement in the Atlantic Consultative Committee on Communications. This Committee is made up of representatives of the Maritimes, Newfoundland, the federal Department of Communications and the CRTC.

During the year, the Consultative Committee met with representatives of the Association of Atlantic Universities to discuss a proposed instructional communications centre. representatives of Telefilm Canada on the activities of that organization and representatives of the Societe Nationale des Acadiens on its plans for francophone community radio stations. In addition to this, the agenda of the meetings covered a large spectrum of telecommunications issues and concerns including broadcasting, radio licensing and policy items relating to telecommunications and broadcasting.

GENERAL

1987 was a year of dramatic change in transportation. Federal legislation was enacted to give effect to new transportation policy which very substantially alters the way transportation is regulated in Canada. Regulatory reform measures affecting the trucking industry

have resulted in a increase in the number of highway carriers serving the Province, thereby providing shippers and receivers with more options for the movement of their goods. The erosion of CN's rail operation continued at an accelerated rate, giving rise to concern that the complete elimination of rail service in the Province is imminent. The proposed fixed crossing became a subject of considerable debate while, at the same time, moving considerably closer to reality.

All of these changes have implications for the economic and social well-being of the Province and their effects must be monitored closely in this new transportation era, so that timely corrective action may be taken where necessary. This will present a formidable challenge to the Department.

TRANSPORTATION STATISTICS

The following are the transportation statistics for the 1987 calendar year:

AIR

	1987		1986		1987
	To PEI	From PEI	To PEI	From PEI	TOTALS
Passengers Carried					
Air Canada	50,370	49,217	27,751	31,531	99,587
Canadian Airlines	41,062	41,293	-	-	-
Air Freight (lbs)					
Air Canada	180,287	819,584	284,576	1,149,097	999,871
Canadian Airlines	283,068	996,467	-	-	1,279,525
Mail (lbs)					
Air Canada	351,643	800,714	473,239	8,580	1,152,357
Canadian Airlines	230,443	257,519	-	-	487,962

BUS

	Passengers Carried		
	1987	1986	% Change
Island Transit			
Charlottetown/Tignish	8,656	8,790	-1.5
Charlottetown/Souris (June 1-Oct 12)	922	779	* + 18.4
Charlottetown/New Glasgow (June 1-Oct 12)	3,248	3,446	-5.7
* June 4-Sept 30			
Via Rail			
From PEI to Mainland	13,150	16,300	-
From Mainland to PEI	13,344	16,900	-

FERRY

Borden-Cape Tormentine Ferry Service

The following are the 1987 traffic statistics for Marine Atlantic Prince Edward Island - New Brunswick service, with 1986 comparisons:

	1987	1986	% Change
Autos	524,416	513,665	+2.1
Trailers, Campers	31,581	30,400	+3.9
Trucks	87,292	81,474	+7.1
Tractor Trailers	104,979	92,485	+13.5
Buses	4,725	4,007	+17.9
Rail Cars	2,968	5,681	-91.4
Passengers	1,713,110	1,661,873	+3.1

Wood Islands - Caribou Service

The following are the 1987 traffic statistics for the Prince Edward Island - Nova Scotia service operated by Northumberland Ferries Ltd. with 1986 comparisons:

	May 7 to Dec.20/87	Apr.29 to Dec.10/86	% Change
Autos	155,623	156,350	-0.5
Recreation Vehicles	15,237	14,401	+5.8
Trucks	16,650	15,062	+10.5
Buses	1,470	1,404	+4.7
Passengers	538,591	530,095	+1.6

Souris-Grindstone Service

The following are the 1987 traffic statistics for the Prince Edward Island - Magdalen Island Service operated by CTMA with 1986 comparisons:

	1987	1986	% Change
Autos	15,464	13,727	+12.7
Trailers	804	2,089	-61.5
Van/Buses, Trucks	3,342	3,969	-18.8
Motorcycles, Bicycles	1,487	1,487	0.0
Heavy Machinery	29	18	+61.1
Passengers	53,207	52,040	+2.2

MARINE TRANSPORTATION

The following are the statistics for 1987 waterborne freight (in tons) and vessel arrivals and departures for the four principal ports, with 1986 comparisons:

Port	Number Departures		Tonnage Loaded		Number Arrivals		Tonnage Unloaded	
	1987	1986	1987	1986	1987	1986	1987	1986
Charlottetown								
Domestic	143	132	5,444	-	143	133	418,091	370,215
International	12	24	2,153	22,227	12	24	10,759	27,962
TOTAL	155	156	7,597	22,227	155	157	428,850	398,177

Port	Number Departures		Tonnage Loaded		Number Arrivals		Tonnage Unloaded	
	1987	1986	1987	1986	1987	1986	1987	1986
Georgetown								
Domestic	-	-	-	-	-	-	-	-
International	5	3	4,596	-	5	6	4,436	10,293
TOTAL	5	3	4,596	-	5	6	4,436	10,293
Souris								
Domestic	27	14	-	-	27	14	18,776	12,178
International	3	1	2,316	1,798	5	1	-	-
TOTAL	30	15	2,316	1,798	32	15	18,776	12,178
Summerside								
Domestic	44	58	-	-	43	59	72,246	78,584
International	30	28	56,289	62,322	31	27	4,380	-
TOTAL	74	86	56,289	62,322	74	86	76,626	78,584
P.E.I./Other								
Domestic	37	69	-	-	37	68	36,113	59,076
International	-	-	-	-	-	-	-	-
TOTAL	37	69	-	-	37	38	36,113	59,076
GRAND TOTAL	301	329	70,798	86,347	303	332	566,801	558,308
TOTAL DOMESTIC	251	273	5,444	-	250	274	547,226	520,053
TOTAL INTERNATIONAL	50	56	65,354	86,347	53	58	19,575	38,255

RAIL

The following are the 1987 statistics for interprovincial rail freight for 1987 with 1986 comparisons, shown by carloads and by tons:

	1987 To PEI	1987 From PEI	1987 Totals	1986 To PEI	1986 From PEI	1986 Totals
Freight in Carloads	1,446	150	1,590	2,573	412	2,985
Freight in Tons	89,644	8,430	98,074	-	-	173,237

% CHANGE: Freight in Carloads = -46.7% from 1986
Freight in Tons = -43.4% from 1986

HIGHWAY MAINTENANCE DIVISION

SUMMER MAINTENANCE

Hot mix asphalt for patching crews was available from the last week in May to the first week in November. A total of 48,434.66 tonnes was used by the Branch in repairing the Province's paved road network. Hand patching crews spread 23,389.43 tonnes to repair potholes and other distressed areas; grader crews spread and rolled 12,606.16 tonnes over some larger distressed areas where the pavement was severely wheel-rutted, deformed or cracked; our spreader crew resurfaced 12.58 kilometers of badly distressed pavement with 5,497.16 tonnes of asphalt and contractors spread 2,712.44 tonnes to resurface 3.47 kilometers; deep patching crews jackhammered out some severely damaged sections and repaired them with 7,086.03 tonnes; and another 821.87 tonnes were used by crews to repair damage to driveway culverts that occurred because of frost action.

The following is the tonnage of asphalt acquired from each firm:

Gaudettes Transit Mix	2,391.16
H.I. Construction	5,922.27
Curran & Briggs (St. Eleanors)	1,576.05
Curran & Briggs (Lady Fane)	5,329.83
Island Construction	13,387.04
Matheson & MacMillan	6,610.45
Chapman Bros. (Dingwells Mills)	9,020.58
Dennis Construction (Springton)	4,197.28
Total	48,434.66

RESURFACING

The following roads were resurfaced with 1 1/2" lift of asphalt from the construction budget:

Prince County

Beach Ave - O'Leary	0.2 km
Summerside Road - Summerside	0.1 km
Harmony Line Road	0.6 km
Victoria West	0.3 km
MacLellan Road - Wellington	0.3 km
Augustine Cove	0.1 km
Mt. Tryon	0.7 km
Searletown Road	0.3 km
Newton Road	0.4 km
Bedeque Road	0.5 km
Freetown Road	0.1 km
Dunk River	0.5 km
Scales Road	0.1 km
Total	4.2 km

The following roads were pulverized in place and resurfaced with 4" lift of asphalt.

Queens County	District	Pulverized	Asphalt
Grahams Rd	1st Queens	0.55 km	0.55 km
Kerrytown Rd	1st Queens	0.34 km	0.34 km
County Line Rd	1st Queens	0.27 km	0.27 km
Meadow Bank Rd	2nd Queens	0.43 km	0.43 km
Cornwall Rd	2nd Queens	0.32 km	0.32 km
Winsloe Rd	3rd Queens	0.46 km	0.46 km
Monaghan Rd	3rd Queens	0.58 km	0.58 km
48 Rd	3rd Queens	0.29 km	0.29 km
East River Dr.	3rd Queens	0.12 km	0.12 km
Burns Ave	6th Queens	0.32 km	0.32 km
Totals		3.68 km	3.68 km

The following roads were resurfaced with 1 1/2" lift of asphalt from the pavement maintenance budget, using a spreader:

Queens County	
Victoria	0.20 km
Hilltop Drive	0.19 km
Howard Drive	0.32 km
Bonavista Drive	0.56 km
Poplar Drive	0.12 km
Stratford Rd.	0.50 km
Johnston's River	1.00 km
Bellvue	0.30 km
Walnut Drive	0.17 km
Pope Ave	0.50 km
Riverside	0.87 km
Total	4.73 km

The following roads were resurfaced with a 1 1/2" lift of asphalt from the pavement maintenance budget.

Kings County	
MacKinnon Rd	0.69 km
Souris St.	0.39 km
East Point Rd.	0.45 km
Cardigan St. Peter's Rd	0.82 km
Dingwell Rd	0.63 km
Baldwin's Rd	0.99 km
Upton Rd	0.48 km
48 Rd	0.72 km
Beach Point Rd.	0.54 km
Lower Montague Rd.	0.53 km
Durell Point Rd	1.44 km
Little Pond Rd	0.26 km
Total	7.94 km

CRACKFILLING

This is a process whereby a hot rubberized compound is used to fill random cracks in the paved highway surface to prevent water from entering into the sub-structure.

During the 1987 season, the Department routed and sealed 56,491 lineal meters of cracks. A total of 67.5 barrels or approximately 16,875 kilograms of sealant was used in carrying out this activity. By County, the breakdown was as follows:

Prince County	4,403 Lineal meters
Queens County	56,491 Lineal meters
Total	60,894 Lineal meters

SEEDING REPORT

The seeding program started June 8 and ended October 17/87. During this time the seeding crew used 320.76 tonnes lime, 67.46 tonnes fertilizer, 392 bags seed and 2723 bags mulch for roadside seeding. Also, in cooperation with the Department of Community and Cultural Affairs, we seeded the following landfill dump sites: Summerside and Cardigan and one dam site, the Department of Fish and Wildlife in Kelvin Grove in Prince County.

The seeding operation is a very necessary part of the maintenance program as it helps to eliminate soil erosion from ditches, snowtraps, steep slopes and prevents siltation of rivers, streams, ponds, and also adds immensely to the appearance of our highways.

BUSH CUTTING - 1987

During the season we had five mechanical bush cutters, government owned and operated, working extensively cutting bushes along our highway. In Prince County they cut 413 km; in Queens County 325 km and Kings County 380 km. Also the Department hired a bush crew for each district consisting of a foreman, two labourers and a 3-ton truck to follow the mechanical bush cutters to pick up debris and trim where the cutter could not reach. This proves to be successful as it eliminates scattered bushes in ditches and improved the appearance of our highways.

The following is the number of kilometers of bush cutting done using mechanical bush cutters by district per county:

1st Prince	92	1st Queens	67	1st Kings	60
2nd Prince	137	2nd Queens	82	2nd Kings	120
3rd Prince	115	3rd Queens	95	3rd Kings	100
4th Prince	69	4th Queens	81	4th Kings	66
				5th Kings	34
Total km	413	Total km	325	Total km	380

GRASS CUTTING

The Department hired 20 private grass cutters to maintain 1,814.6 km of roadside grass cutting. They were contracted to cut grass from mid-June until the end of September. The Department used seven (7) government owned farm tractors equipped with a rotary or flail cutters to maintain 1,565 km. of roadside grass cutting from June to September, 1987. Also, when the seeding crew were not seeding, it was used extensively for cutting grass, weeds and small brush around guardrails in various areas of the province. In 3rd District of Queens, a 5-man crew of students were used to cut grass weeds around the guardrails in that district. This proved to be a very worthwhile project as it greatly enhanced the appearance of our highway.

SHOULDER MATERIAL

During the past season, 1,536.0 m^3 of shoulder material was used to upgrade and repair worn out sections of shoulders on the following roads:

TCH East Mt. Mellick to Vernon River	735 m^3	5.0 km
Malpeque Rd. to Milton to Brookvale	801 m^3	3.0 km
Shoulder on Rte #2 - Smith Rd to County Line No Material used just grader and roller		8.0 km
Totals	1,536 m^3	16.0 km

GUARDRAIL PROGRAM

This year the Department hired seven guardrail crews, two crews in Prince, two crews Queens and three crews in Kings. These crews were used to maintain worn out sections of guardrail on various sections of or highway system across the Province. Also, these crews were used to cut grass and weeds using Whipper Snippers and around guardrails and guideposts in each district.

DUST CONTROL

Flake Calcium Chloride:

One CN carload of flake calcium chloride was used on our unpaved road network to control dust in each county.

Liquid Calcium Chloride:

This was the second year of a new program initiated by the Department in the summer of 1986. Liquid calcium usually a 35% solution, is applied by tanker and spray bar after the gravelled unpaved road has been graded to ensure a smooth riding surface and proper crown.

Roads Under Construction		**Kilometers**	**Litres**
Nelligan Rd	1st Prince	0.80	13,100
Warren Rd	1st Prince	0.60	9,800
Wellington Center	3rd Prince	0.30	4,900
St. Timothy	3rd Prince	0.30	4,900
Thompson Rd	1st Prince	1.50	25,500
St. Catherines Rd	2nd Queens	1.00	16,320
McGuirk Rd	3rd Queens	1.00	16,000
Red House Rd	5th Kings	2.20	35,900
Total		7.70	126,420
Roads Under Maintenance			
Dixon Rd	1st Queens	1.00	16,000
Trainor Rd	1st Prince	1.50	25,500
Total		2.50	41,500

This program follows a proposed 4 year cycle where the initial application is reduced downward from 16,000 liters per kilometer the first year to 3,000 liters per kilometer the fourth and final year.

The program, if successful, should become a necessary program as it increases safety and reduces dust pollution, as well as stabilizing the road surface which reduces costs for blading and gravelling unpaved roads.

ROAD MAINTENANCE

During the past year our District Motor Graders were used extensively to scrape and maintain our unpaved road network and to reshape and reditch some others. To aid in the later operation, loaders, and trucks (department or private) were used to haul away unsuitable material. Sandstone and/or gravel was placed for a new surface material and new culverts, driveway or cross pipes were installed as required.

On our paved road network, a number of drainage problems were corrected. Equipment used to carry out this work included department or privately owned ditching machines and sometimes department trucks but mainly privately owned trucks. Again, new culverts, driveway and cross pipes were installed as required.

District Maintenance crews equipped with one 3 ton truck and one backhoe were employed in repairing washouts, installing new culverts to accommodate building permits, replacing and resetting other drainage pipes or culverts and carrying out many other miscellaneous tasks.

Sandstone and/or gravel used to carry out the above tasks of surfacing, repairing washouts and material for drainage pipes was as follows:

	Sandstone (m^3)	Gravel (m^3)
Prince County	13,774.0	6,762.0
Queens County	26,772.5	683.6
Kings County	16,683.0	4,575.0

The amount of culvert installed was as follows:

Prince County	4,515 meters
Queens County	6,845 meters
Kings County	3,445 meters

The accompanying tables give the location and extent of work done in each county for the past year.

FIRST PRINCE Brendon Phillips District Supervisor	Paved Roads (km)	Unpaved Roads (km)	Shoulders (km)	Graded (km)	Surfaced (km)	Tap Drains (m)
Nail Pond Shore	-	0.8	-	0.8	0.8	-
Palmer	-	-	-	0.6	0.6	-
Old Western	-	0.2	-	0.2	0.2	-
Christopher	-	1.7	-	1.7	1.7	-
Haywood	-	0.3	-	0.3	0.3	-
Trout River/Rte.#12	0.7	0.5	-	-	-	-
Kildare	0.7	-	-	-	-	-
Tignish Run	0.5	-	-	-	-	-
Anglo	0.5	-	-	-	-	-
Unionvale	0.3	-	-	-	-	-
Piusville	0.3	-	-	-	-	200
Nelligan	-	0.3	-	-	-	-
O'Leary	-	-	-	-	-	400
Sea Cow Pond	-	-	-	-	-	600
Miscellaneous	0.6	0.6	-	-	-	300
Total	3.6	4.4	-	3.6	3.6	1500

	Paved Roads (km)	Unpaved Roads (km)	Shoulders (km)	Graded (km)	Surfaced (km)	Tap Drains (m)
SECOND PRINCE						
George Frizzell District Supervisor						
East Bideford	-	1.5	-	1.5	-	-
Grand Dig	-	1.6	-	1.6	-	-
Trowsdale Sub-Div.	-	0.3	-	0.3	0.3	-
Harmony Line	0.7	-	-	-	-	-
Enmore	0.7	-	-	-	-	-
Barlow Road	0.4	-	-	-	-	-
Rt.#1A (West Pt.)	0.3	-	-	-	-	-
Shaw	-	0.6	-	-	-	-
Miscellaneous	0.4	0.6	-	-	0.5	300
Total	2.5	4.6	-	3.4	0.8	300
THIRD PRINCE						
Keith Sudsbury District Supervisor						
Taddy	-	1.9	-	1.9	1.9	-
Lot 16 Dump	-	0.6	-	0.6	0.6	-
O'Dell	-	0.6	-	0.6	0.4	-
Cannontown	-	0.8	-	-	0.4	-
Crafer	-	0.3	-	0.3	0.3	-
Strang	-	0.2	-	0.2	0.2	-
St. Raphael	0.4	-	-	-	-	-
Malpeque	1.2	-	-	-	-	-
Egmont Bay	0.6	-	-	-	-	-
Urbanville	0.5	-	-	-	-	-
Maximville	0.4	-	-	-	-	-
Rt. #12 - Lot 16	0.5	-	-	-	-	-
Frankie's Mill	0.3	-	-	-	-	-
Richard's	-	0.5	-	-	-	-
Miscellaneous	1.8	0.2	-	-	-	200
Total	5.7	5.1	-	3.6	3.8	200
FORTH PRINCE						
Alastair MacLeod District Supervisor						
Kinsman	-	0.6	-	0.6	0.6	-
McMurdo	-	0.8	-	0.8	0.8	-
Clermont Station	-	0.8	-	0.8	0.8	-
Muttart Shore	-	0.3	-	0.3	0.3	-
Iron Bridge (Newton)	-	0.2	-	0.2	-	-
Bedeque area	1.6	0.4	-	-	-	-
Kinkora area	1.2	0.1	-	-	-	-
Freetown area	1.0	0.9	-	-	-	-
St. Eleanors	1.0	0.4	-	-	-	-
Tryon	0.8	-	-	-	-	-
Kensington	0.6	-	-	-	-	-
Albany	0.5	0.5	-	-	-	-
Travellers Rest	0.3	-	-	-	-	-
Augustine Cove	0.2	0.5	-	-	-	-
Miscellaneous	-	-	-	-	0.5	2600
Total	7.2	5.5	-	2.7	3.0	2600

FIRST QUEENS	Paved Roads (km)	Unpaved Roads (km)	Shoulders (km)	Graded (km)	Surfaced (km)	Tap Drains (m)
Donald Dickieson District Supervisor						
Millvale Road	-	1.6	-	1.6	2.5	-
Maplewood Road	-	2.0	-	2.0	-	-
County Line - Canfield Corner	0.3	1.0	-	1.0	-	-
Long River	-	0.7	-	-	-	-
Green Bay Rd.	-	1.5	-	1.5	1.9	-
Trout River	-	-	-	-	0.3	-
Frizzel Road	-	-	-	-	0.4	-
Mill Road	-	-	-	-	0.2	-
Ferguson Road	-	-	-	-	0.7	-
Balaclaua	0.5	-	-	-	0.5	-
Myers Sub-Division	-	-	-	-	0.1	-
Route 31	0.2	-	-	-	-	-
Westmoreland	0.4	-	-	-	-	-
Crapaud	0.6	-	-	-	-	-
DeSable	0.2	-	-	-	-	-
Total	2.2	6.8	-	6.1	6.6	-
SECOND QUEENS						
Clayton Coles District Supervisor						
White Sands	-	0.3	-	-	0.3	-
Toronto Road	-	0.7	-	-	0.7	-
Snowy Road	-	0.3	-	-	0.3	-
Rennies Road	0.3	-	-	-	-	-
Bannockburn Road	1.0	-	1.0	-	-	-
Millbord Road	-	1.3	-	-	1.3	-
Mill Road	-	0.3	-	0.3	-	-
Jabbour Sub-Division	0.2	-	-	-	-	-
Cumberline Road	-	0.7	-	0.7	0.7	-
Nine Mile Creek Wharf	-	1.0	-	1.0	-	-
Rice Point	0.1	-	-	-	-	-
McQuarrie Road	-	0.45	-	0.45	-	-
Linwood Road	-	0.3	-	-	0.3	-
Quinn Road	-	0.3	-	-	0.3	-
Cornwall Road	0.7	-	-	-	-	-
Mayfield	0.5	-	-	-	-	-
Toronto Road	-	0.2	-	-	0.2	-
Malpeque Road	0.2	-	-	-	-	-
T.C.H.	0.2	-	-	-	-	-
Jewell Road	0.1	-	-	-	-	-
Black Creek Road	-	1.8	-	1.8	-	-
MacEwen Road	-	-	-	-	0.2	-
Wynn Road	-	-	-	-	-	300
Total	3.3	7.65	1.0	4.25	4.3	300

	Paved Roads (km)	Unpaved Roads (km)	Shoulders (km)	Graded (km)	Surfaced (km)	Tap Drains (m)
THIRD QUEENS						
Bennett MacIssac District Supervisor						
Lower Marshfield	-	1.0	-	1.0	-	-
Portage	-	1.4	-	1.4	-	-
Portage Rd. to Shore	-	0.5	-	0.5	-	-
Queens Pt. Road	-	1.0	-	1.0	0.8	500
Suffolk Road	-	2.0	-	2.0	-	100
Glenfinnan	0.5	0.2	-	-	-	500
North Milton	0.2	-	-	-	-	-
Pisquid	0.2	-	-	-	-	-
Blooming Point	-	0.5	-	0.5	-	-
Avondale Road	-	1.2	-	1.2	-	-
Boundry Road	-	0.6	-	0.6	-	100
Five Houses	-	0.6	-	-	-	-
Bethel Road	-	2.0	-	2.0		
McGregor Road	-	0.5	-	0.5	0.5	-
Total	0.9	11.5	-	10.7	1.3	1200
FOURTH QUEENS						
Richard Rooney District Supervisor						
T.C.H.	1.4	-	-	-	-	600
Vernon Loop	0.2	-	-	-	-	-
Gay Road	0.4	1.0	-	1.0	-	500
Tea Hill	0.1	-	-	-	-	-
Point Prim Road	0.3	-	-	-	-	-
Camp Buchanan Road	-	1.0	-	1.0	-	-
Orwell Road	0.6	-	-	-	-	-
Scentia Road	0.7	-	-	-	-	-
Greys Road	-	0.6	-	0.6	-	-
Seal River	-	0.7	-	0.7	0.2	-
Culloden Road	-	-	-	-	0.6	-
Pinette Road	-	-	-	-	0.1	-
County Line Road	-	0.8	-	0.8	0.8	-
Pinette Wharf Road	-	0.4	-	0.4	0.4	-
Murray's Road	-	0.2	-	0.2	0.2	-
Stewart Road	-	0.2	-	0.2	0.2	-
Dougan Road	-	0.3	-	0.3	0.3	-
Bellevue	-	0.4	-	0.4	-	-
Culloden Road	-	0.6	-	-	0.6	-
Glencor Station Road	-	0.5	-	0.5	-	-
Ross Road	-	-	-	-	-	900
Alberry Plains	-	-	-	-	-	400
Waterside Road	-	-	-	-	0.2	-
Totals	3.7	6.7	-	6.1	3.6	2400

	Paved Roads (km)	Unpaved Roads (km)	Shoulders (km)	Graded (km)	Surfaced (km)	Tap Drains (m)
FIRST KINGS						
George Saville District Supervisor						
Harmony Road	-	1.70	1.70	1.70	1.70	-
St. Catherines	0.10	-	0.10	-	-	-
Little Harbour	0.10	-	0.10	-	-	-
MacPhee Road	-	0.20	0.20	-	-	-
Mooney Road	-	0.80	0.80	-	-	-
Baltic Road	0.30	-	0.30	-	-	-
Tarantum Road	-	0.30	0.30	-	-	-
Bear River	-	0.13	-	-	0.14	-
Campbell Road	-	1.00	-	-	1.00	-
Bull Creek Road	-	-	0.30	-	0.30	-
Grant Road	-	-	0.10	-	0.10	-
Total	0.50	4.13	3.90	1.70	3.24	-
SECOND KINGS						
Robert Rowell District Supervisor						
Big Lot (Forest Hill)	-	2.00	2.00	2.00	-	20
Ashton Road	-	0.80	0.80	0.80	0.30	-
St. Peter's Lake	-	0.50	0.50	0.50	-	-
Lakeside	-	0.20	0.20	0.20	0.20	-
Head of Hillsborough	-	1.20	1.20	1.20	-	100
Brother's Road	-	1.10	1.10	1.10	-	200
New Road. (Morell Rear)	-	1.00	1.00	1.00	-	200
Mooney Road	-	0.30	0.30	0.30	0.30	-
Cable Head	-	0.60	0.60	0.60	-	-
Red Head	0.10	-	0.10	-	-	-
Lakeside	0.20	-	0.20	-	-	-
Coffin Road	0.30	-	0.30	-	-	-
St. Patrick's Road	0.10	-	0.10	-	-	-
Fanningbrook	0.20	-	0.20	-	-	-
Bangor	0.30	-	0.30	-	-	-
Total	1.20	7.70	8.90	7.70	0.80	520
THIRD KINGS						
Bernard Koke District Supervisor						
Launching Road	0.18	1.00	1.18	1.18	1.18	150
Peardon Road	-	0.70	0.70	0.70	0.70	-
Stanhope Road	0.10	0.10	0.20	0.20	-	-
Weatherbie Road	-	0.40	0.40	0.40	0.40	-
Quinn Road	-	0.60	0.30	0.30	0.30	-
Elm Road	-	0.10	-	-	0.10	-
Ward Road	-	0.10	-	-	0.10	-
MacLeod Road	-	0.10	-	-	0.10	-
Upton Road	0.20	-	0.20	-	-	-
France Road	-	0.10	0.10	-	-	-
Greenfield	0.20	-	0.20	-	-	-
Lyndale	0.20	-	0.20	-	-	-
New Perth	0.10	-	0.10	-	-	-
48 Road	0.20	-	0.20	-	-	-
Robertson Road	-	-	-	-	-	300
Power Road	-	-	-	-	0.30	-
Total	1.18	3.20	3.78	2.78	3.18	450

	Paved Roads (km)	Unpaved Roads (km)	Shoulders (km)	Graded (km)	Surfaced (km)	Tap Drains (m)
FORTH KINGS						
Irving MacKay District Supervisor						
Clements Road	-	1.30	1.30	1.30	-	-
Richard Road	-	0.60	0.60	0.60	0.60	-
Guernsey Cove	-	0.30	-	0.20	0.20	-
Fox River	-	-	-	1.00	1.00	-
Gladstone Road	-	-	-	-	0.10	-
Livingstone	-	-	1.00	-	-	-
Blackbrook	-	-	0.80	-	-	-
Commercial	-	-	0.20	-	-	-
Caledonia	-	-	0.10	-	-	-
Guernsey Cove	-	-	0.10	-	-	-
Total	-	2.20	4.10	3.10	1.90	-
FIFTH KINGS						
George MacPherson District Supervisor						
Montreal Road	-	-	-	-	0.40	-
Hickens Pt. Road	-	-	-	-	0.50	-
MacKay Road	-	-	-	-	0.20	-
Peters Road (Church)	-	2.90	2.90	2.90	-	-
Bay Road	-	0.50	0.50	0.50	-	-
Green Road	-	0.70	0.70	0.70	-	-
Green Hill Road	-	2.50	2.50	2.50	-	-
Lighthouse Road	-	1.40	1.40	1.40	-	-
Nortons Road	-	1.10	1.10	1.10	1.10	-
Sailor Hope Road	-	1.00	1.00	1.00	-	-
Grove Pine Road	-	2.70	2.70	2.70	-	-
Ferry Wharf Road	-	0.80	0.80	0.80	-	-
Pond Road	0.20	-	0.20	-	-	-
Durell Road	0.20	-	0.20	-	-	-
Point Pleasant Road	0.34	-	0.34	-	-	-
Panmure Island	0.18	-	0.18	-	-	-
Burnt Point Road	0.20	-	0.20	-	-	-
Ferry Wharf Road	0.15	-	0.15	-	-	-
Sturgeon	-	-	-	-	-	216
Total	1.27	13.60	14.87	13.60	2.20	216

WINTER MAINTENANCE

ICE CONTROL

Winter activities for this Branch of the Department includes salting and sanding operations, temporary repairs to paved road - 1,500 tonnes of cold mix asphalt was used along with a number of tonnes of recycled hot mix asphalt produced from our three asphalt recyclers, repairing of shoulder washout, the maintaining and cleaning of culverts, catch basins and ditches to accommodate run-offs caused by freshets and snow removal or clearing from eight government buildings in the Charlottetown area.

Ice control on the Trans Canada Highway and on the main collector roads was maintained by the direct application of road salt. Approximately 483 kilometers having a two lane equivalent of 626 kilometers were maintained with road salt.

The total tonnage of salt acquired was 21,813 tonnes, a slight increase from the 20,848 tonnes acquired in 1986-87.

The City of Charlottetown purchased 1,795.6 tonnes of salt from the Department. In 1986-87 the City purchased 1,085.45 tonnes.

The Department purchased 60,380.00 tonnes of blended winter sand. The blended material consisted of 6.5% salt, 20% crushed 1/4 minus stone and 73.5% local sand. During the past year there were 37 sand piles located throughout the province.

Ice control in Queens County on the main 185 kilometers of highway that has a two lane equivalent of 249 kilometers was maintained by the direct application of road salt. Four single axle trucks and four tandem trucks of which three were equipped with plowing gear were utilized for this purpose. Ice control on the remaining approximate 1,625 kilometers of road was maintained by sand/salt mix obtained from 13 sand stockpiles throughout the County. Seventeen trucks manned by two labourers, two trucks equipped with a tow-behind spreader and eight trucks equipped with automatic spreaders were hired to carry out this activity. In addition, five department trucks were utilized to provide this service in the built-up areas near Charlotttetown.

Ice control in Prince County on the main kilometers of two-lane highway, was maintained by the direct application of road salt. Three tandem trucks equipped with plowing gear and two tandem trucks were utilized for this purpose. Ice control on the remaining approximately 1,400 kilometers was maintained by a sand/salt mix obtained from 13 sand stockpiles throughout the County. Sanding operations were carried out by seven trucks manned with two labourers each, three trucks with tow-behind spreaders and five automatic spreaders. In addition, three department trucks were utilized to provide this service in the built-up areas, two for the Summerside area and one for the Tignish area.

Ice control in Kings County on the main 103 kilometers of road, equivalent to 128 kilometers of two-lane highway, was maintained by the direct application of road salt. The remaining 1,100 kilometers was maintained by a sand/salt mix obtained from 12 stockpiles located throughout the County. Twenty-two sand trucks manned with two labourers each, two trucks equipped with tow-behind spreaders and three trucks equipped with automatic spreaders were utilized in this operation.

SNOW REMOVAL

The total snowfall recorded for the 1986-87 seasons for Charlottetown and Summerside were as follows:

	Charlottetown		Summerside	
	Recorded (cm)	Normal (cm)	Recorded (cm)	Normal (cm)
November	21.6	21.6	23.7	17.0
December	72.2	72.8	153.0	60.4
January	47.3	76.8	48.8	66.7
February	81.4	65.8	86.8	55.9
March	62.6	61.6	26.7	54.9
April	45.4	27.3	41.0	24.0
Total	330.5	325.9	380.0	278.9

In Charlottetown the heaviest snowfall occurred on January 9th, 15.4 cm; February 4th, 18.5 cm; and March 1st, 35.2 cm. In Summerside the heaviest snowfall occurred on January 9th, 12.6 cm; and February 4th, 25.0 cm.

The following is a breakdown of the contract areas of the second year of a three-year contract with the private contractors and a list of equipment used by each:

SNOW PLOW REPORT

Contractor	Km	Contract Area	Graders	Loaders	Trucks	Blowers
AREA 1						
Overland Const.	142.0	3rd & 4th Kings, 4th Queens	4	2	3	1
Kings County Const	119.9	2nd, 3rd, & 4th Kings	3	3	2	1
Kenny's Backhoeing	3.9	3rd Kings		1	1	
Totals of Area 1	265.80		7	6	6	2
AREA 2						
Island Coastal	96.9	1st & 2nd Queens	3	2	2	2
Island Excavators	141.1	1st Queens & 4th Prince	2	1	2	2
Maritime Const.	150.1	1st & 2nd Queens, 4th Prince	5	3	3	2
Stabilizers Ltd.	159.7	3rd & 4th Queens, 2nd & 3rd Kings	4	2		1
Dennis Const.	62.0	3rd Queens	2	1	1	2
Chapman Bros.	153.15	1st Kings	4	4	4	2
Totals of Area 2	762.95		20	13	12	11
AREA 3						
Northern Enterprise	142.1	1st Prince	2	2	3	2
Ramsay's Washed Gravel	251.6	1st & 2nd Prince	4	6	3	3
Curran & Briggs	195.6	2nd & 3rd Prince	5	3	-	2
Comet Const.	106.8	2nd & 3rd Prince	4	1	-	2
Westisle Const.	115.2	4th Prince	3	2	-	1
Toombs & Cobb	112.5	4th Prince	4	1	1	2
Montgomery Const.	134.8	1st Queens, 4th Prince	5	2	4	2
Matheson & MacMillan	153.5	2nd, 3rd & 5th Queens	2	4	-	1
Totals of Area 3	1,212.10		29	21	11	15
GRAND TOTALS	2,240.85		56	40	29	28

The Department was responsible for plowing 2344 kilometers this year. To this end, 76 routes were established. The following equipment, including spare equipment, was assigned and located as follows:

Location	Km.	Graders	Walter Trucks	Letourneau	Blowers	Loaders	Other Truck
PRINCE COUNTY							
Christopher's Cross	28.4	1	-	-	-	-	-
Harper Road	37.8	-	-	-	-	1	-
Alma	32.1	1	-	-	-	-	-
Alberton	28.8	1	-	-	-	-	-
St. Louis	38.1	-	-	-	1	1	-
Elmsdale	-	-	-	-	1	-	-
Fortune Cove	34.5	-	1	-	-	-	-
Poplar Grove	64.9	2	-	-	-	-	-
Coleman	36.9	1	-	-	-	-	-
Abraham's Village	28.2	1	-	-	-	-	-
Albany	31.6	1	-	-	-	-	-
Summerside Garage	249.6	2	1	-	4	2	5
Summerside Garage - Spares	-	2	2	-	-	-	-
Totals	610.0	12	4	-	6	4	5

Location	Km.	Graders	Walter Trucks	Letourneau	Blowers	Loaders	Other Truck
QUEENS COUNTY							
Canoe Cove	63.5	1	-	-	-	1	-
Cornwall	25.6	1	-	-	-	-	-
Stanley Bridge	24.0	1	-	-	-	-	-
North Rustico	36.7	-	-	-	-	1	-
South Rustico	-	-	-	-	1	-	-
Hunter River	33.0	-	-	-	-	-	1
Hampshire	35.6	1	-	-	-	-	-
Warren Grove	24.2	-	-	-	-	1	-
Alexandra	28.7	-	-	-	-	1	-
Earnscliffe	30.3	1	-	-	-	-	-
Seal River	22.8	-	-	1	-	-	-
Iona	48.2	-	-	-	-	-	1
Eldon	71.5	1	1	-	-	-	-
Wood Isle	57.0	-	-	-	-	-	1
Belle River	43.3	-	-	-	-	-	1
Charlottetown Garage	318.7	5	-	-	5	5	5
Charlottetown Garage - Spares	-	3	3	2	1	1	-
Totals	863.1	14	4	3	7	10	9
KINGS COUNTY							
Murray River	90.0	1	-	-	-	-	1
Gurnsey Cove	34.4	1	-	-	-	-	-
Alliston	33.8	1	-	-	-	-	-
Kilmuir	41.0	-	1	-	1	-	-
Gaspereaux	31.8	-	1	-	-	-	-
Murray Harbour NT	36.4	1	-	-	-	-	
Georgetown	48.9	1	-	-	-	-	1
Cardigan	20.9	1	-	-	-	-	-
St. Georges	72.0	2	-	-	-	-	-
Dundas	73.2	1	1	-	-	-	-
Little Pond	32.4	1	-	-	1	-	-
Farmington	26.7	1	-	-	-	-	-
Savage Harbour	-	-	-	-	1	-	-
Head of Hillsboro	26.0	-	-	1	-	-	-
Peakes	28.9	1	-	-	-	-	-
Morell	89.1	1	-	-	-	-	1
Dundee	25.7	1	-	-	-	-	-
St. Peters	-	-	-	-	1	-	-
Forest Hill	29.3	1	-	-	-	-	-
Goose River	29.3	-	-	-	-	1	-
Cable Head	45.6	-	1	-	-	-	-
Rollo Bay	28.1	-	-	-	-	-	1
Fortune	-	-	-	-	1	-	-
Rockbarra	36.4	1	-	-	-	-	-
East Point	40.1	1	-	-	-	-	-
Totals	920.0	17	4	1	5	1	4
TOTAL THREE COUNTIES	2,393.1	43	12	4	18	15	18

MECHANICAL SECTION

The Mechanical Section is responsible for the acquisition and maintenance of vehicles and equipment used primarily in highway maintenance also maintenance of Island Transit buses is carried out in the Section.

The main depot is located in Charlottetown, with a smaller repair depot located in St. Eleanors.

During the year our fleet was upgraded by trading older vehicles for a large 4 x 4 equipped with snow plow equipment; a hydraulic truck crane for the lumber truck; a salt spreader; two, 1 ton trucks for the sign department; and, one van for the parts department.

We began to implement the use of computers in the parts department and for maintenance management control.

The staff responsible for the Mechanical Section consists of:

Director of Road Maintenance and Mechanical
Automotive Shop Supervisor I and II
Heavy Equipment Supervisor
Twelve section Supervisors (Mech III) and seventy staff members

HIGHWAY CONSTRUCTION DIVISION

CHIEF ENGINEER'S REPORT

SUBSIDIARY AGREEMENT ON TRANSPORTATION

The year 1987 was the fourth year of a five year program for cost shared work under this agreement. Work under this program is confined to the Province's major highways. There were 10 tenders called for cost shared work and 30.91 kilometers of new construction started, of which 28.52 kilometers remained to be sealed.

PROVINCIAL RECAP PROJECTS

This program mainly involves the resurfacing and strengthening of existing rural paved roads, and is province wide in its scope, and totally funded by the Province. In 1987, there were 34 tenders called for this work and 44.57 kilometers of paved roads were resurfaced and strengthened to all-weather standards.

PROVINCIAL PAVING PROGRAM

There were 7.91 kilometers of new paved road placed on previously unpaved roads in this construction season, in addition to this work, 22.96 kilometers were graded and 26.21 kilometers were gravelled. The majority of this work is awarded on a negotiated basis at the standard prices for unbid jobs established from year to year; however, there were four tenders called during the season for larger projects.

CHARLOTTETOWN PERIMETER ROAD

Tenders were called in July for the construction of the overpass and approach roads. Work was underway over the winter and this project is to be completed in the coming year.

BRIDGE CONSTRUCTION AND MAINTENANCE

West River Causeway is now substantially complete. The tidal regime above the causeway has been restored to the pre-causeway condition and the river environment above the causeway has been improved, as was to be expected as a result of the new channel opening and highway bridge. Work remaining includes general cleanup and asphalt seal on approaches.

Tenders were called for the roadway approaches for the Gillians Bridge at Kildare; tenders for the bridge structure being called the previous year.

In addition to the above work, 31 smaller bridges including multi-plate arches and creosote bridges were repaired or replaced throughout the Province as described in the Bridge Engineer's Report.

OTHER SECTIONS

Reports from the Materials and Soils Section, Highway Planning Section and the Traffic Engineering Section follow as a part of this report.

HIGHWAY CONSTRUCTION SECTION

BRIDGE REPORT

In addition to the maintenance work consisting of replacing fill and rip-rap, making structural repairs and painting, the following is a summary of the new work carried out during the year:

PRINCE COUNTY

District	Name/Location	Description
1	Union Road	Constructed a creosote timber box 3 × 4 in section by 60 long.
1	St. Lawrence	Constructed a creosote timber box 4 × 4 in section by 50 long.
1	Piusville Road	Constructed two creosote timber boxes 2 × 4 by 60 long.
1	Howlan Road	Constructed two creosote timber boxes 4 × 3 in section by 50 long.
2	Ox Creek	Extended existing structure with creosote timber crib bridge 8 × 16 by 30 long.
2	Springfield West	Extended existing structure with creosote timber box 8 × 10 in section by 30 long.
2	Leckie Road	Constructed two creosote timber boxes 3 × 4 in section by 60 long.
2	West Point	Constructed five creosote timber boxes 2 × 4 in section by 50 long.
2	Canadian Creek	Constructed a creosote timber pile trestle bridge 27 in width by 60 long.
3	Malpeque	Constructed a multiplate galvanized arch 12 in diameter by 70 long.
3	Fifteen Point Road	Constructed a creosote timber box 4 × 3 in section by 40 long.
3	Abrams Village	Constructed a creosote timber box 2 × 4 in section by 50 long.
3	Mount Carmel	Constructed a creosote timber box 4 × 5 in section by 60 long.
4	Malpeque Road	Constructed a creosote timber box 8 × 4 in section by 30 long.
4	Malpeque	Constructed a creosote timber box 2 × 4 in section by 50 long.
4	North Tryon	Constructed a creosote timber box 3 × 5 in section by 60 long.
4	North Freetown	Constructed a creosote timber box 3 × 5 in section by 50 long.

QUEENS COUNTY

1	Breadalbane	Constructed a multiplate galvanized steel arch 6 in diameter by 30 long.
2	Rustico Road	Constructed a creosote timber box 2 × 4 in section by 50 long.
2	South Rustico	Constructed a creosote timber box 10 × 3 in section by 30 long.
3	Southport	Extended existing structure with creosote timber box 4 × 6 in section by 105 long.
6	Beach Grove Road	Constructed a creosote timber box 2 × 4 in section by 50 long.
5	Lr. Malpeque Road	Constructed a creosote timber box 3 × 4 in section by 70 long.

KINGS COUNTY

1	Red Point	Constructed a creosote timber box 2 × 4 in section by 60 long.
1	Rollo Bay	Constructed a creosote timber box 3 × 4 in section by 70 long.
3	Kenny Road	Constructed a multiplate galvanized steel arch 12 in diameter by 80 long.
4	Valleyfield	Repairs to a creosote timber pile trestle bridge.
4	Commercial Road	Extended existing structure with creosote timber box 4 × 4 in section by 30 long.
4	Commercial Road	Extended existing structure with creosote timber box 4 × 5 in section by 15 long.
4	Commercial Road	Extended existing structure with creosote timber box 4 × 6 in section by 25 long.
5	Gaspereaux	Constructed a creosote timber pile bridge 35 in width by 20 long.

ECONOMIC AND REGIONAL DEVELOPMENT AGREEMENT REPORT

	Levelling Course	Gravel Base	Fine Grade Gravel	Base	Seal	New Recon	To Be Sealed
2nd PRINCE							
Ellerslie-MacNeills Mills Road	-	-	3.70	3.70	-	3.70	3.70
MacNeils Mills-Portage Road	-	-	5.86	5.86	-	5.86	5.86
Sub totals	-	-	9.56	9.56	-	9.56	9.56
3rd PRINCE							
Miscouche-Kinsmen Road	-	-	0.30	0.30	-	0.30	0.30
Sub totals	-	-	0.30	0.30	-	0.30	0.30
4th PRINCE							
Kinsmen Road-CFB Intersection	-	-	1.54	1.54	-	1.54	1.54
Schurman Point-North Bedeque	-	-	-	-	1.83	-	-
Middleton-Central Bedeque	-	-	5.20	5.20	-	5.20	5.20
Kensington-New Annan	3.40	3.40	-	3.40	-	3.40	3.40
Sub totals	3.40	3.40	6.74	10.14	1.83	10.14	10.14
4th QUEENS							
Cherry Valley-Millview	-	3.12	-	3.12	-	3.12	3.12
Vernon River-Summerville	1.94	1.94	-	1.94	5.04	1.94	-
Sub totals	1.94	5.06	-	5.06	5.04	5.06	3.12
5th QUEENS							
Norwood Intersection-York Road	-	1.00	-	1.00	-	1.00	1.00
Sub totals	-	1.00	-	1.00	-	1.00	1.00
1st KINGS							
Rollo Bay-St. Charles	-	-	4.40	4.40	-	4.40	4.40
Sub totals	-	-	4.40	4.40	-	4.40	4.40
3rd KINGS							
Vernon River-Summerville	0.45	0.45	-	0.45	0.45	0.45	-
Sub totals	0.45	0.45	-	0.45	0.45	0.45	-
TOTALS	5.79	9.91	21.00	30.91	7.32	30.91	28.52

PRINCE COUNTY PROVINCIAL PAVING REPORT

	Grade	Gravel Base	Base	Seal	New Pave	To be Sealed
1st DISTRICT						
Mill Road	-	-	1.10	1.10	1.10	-
Fairly Road*	-	0.18	0.18	0.18	0.18	-
Jerome Road*	-	0.22	0.22	0.22	0.22	-
Doucette Road*	-	0.30	0.30	0.30	0.30	-
Piusville Road	-	0.60	0.60	0.60	0.60	-
Warren Road	-	0.50	-	-	-	-
Maloney Road	0.20	-	-	-	-	-
Nelligan Road	-	0.80	-	-	-	-
Kelly Road	-	1.40	-	-	-	-
Sub totals	0.20	4.00	2.40	2.40	2.40	-
2nd DISTRICT						
MacNevin Road	0.36	0.36	0.36	0.36	0.36	-
MacNevin Road*	0.42	0.42	0.42	0.42	0.42	-
Grande Dique Road	1.48	1.48	-	-	-	-
Bideford Road	1.44	-	-	-	-	-
Portage Tourist Information Centre - Landscaping	-	-	-	-	-	-
West Point Road - Box Culverts	-	-	-	-	-	-
Black Banks Road - Patching	-	-	-	-	-	-
Sub totals	3.70	2.26	0.78	0.78	0.78	-
3rd DISTRICT						
Ellis River Road-Wellington	-	0.14	0.14	0.14	0.14	-
Miscouche S.S.	0.34	0.34	0.34	-	-	0.34
Wellington Mall	0.33	0.33	-	-	-	-
St. Timothy Road	0.32	0.32	-	-	-	-
Mt. Carmel Road	-	0.14	-	-	-	-
Spring Valley Dump	0.20	0.20	-	-	-	-
Sub totals	1.19	1.47	0.48	0.14	0.14	0.34
4th DISTRICT						
Mt. Tryon Road	0.58	0.58	0.58	0.58	0.58	-
MacWilliams Drive	-	0.16	0.16	0.16	0.16	-
Gillespie Avenue	-	0.24	0.24	0.24	0.10	-
Taylor Road	-	0.80	-	-	-	-
Bell Road	-	0.54	-	-	-	-
McEwen Road Ext.	-	-	-	0.10	-	-
Walker Ave Ext. - Landscaping	-	-	-	-	-	-
Sub totals	0.58	2.32	0.98	1.08	0.84	-
PRINCE COUNTY TOTALS	5.67	10.05	4.64	4.40	4.16	0.34

*Single Lane Pavement

QUEENS COUNTY PROVINCIAL PAVING REPORT

	Grade	Gravel Base	Base	Seal	New Pave	To be Sealed	New Recon
1st DISTRICT							
Trout River Road	-	2.10	-	-	-	-	-
Old Town Road	-	1.20	-	-	-	-	-
Green Bay Road	1.50	-	-	-	-	-	-
Crapaud Bus Bay	0.08	-	0.08	-	-	-	-
Sub totals	1.58	3.30	0.08	-	-	-	-
2nd DISTRICT							
Long Creek Road	1.10	-	-	-	-	-	-
Warran Grove Rd	0.26	0.26	-	-	-	-	-
McQuarrie Road	0.45	-	-	-	-	-	-
Sub totals	1.81	0.26	-	-	-	-	-
3rd DISTRICT							
L. Marshfield Road	0.90	0.30	0.30	0.30	0.30	-	-
Fanningbrook Road	-	0.30	0.30	0.30	0.30	-	-
Hardy Mill Road	-	0.50	-	-	-	-	-
Corrigan Road	-	0.70	-	-	-	-	-
Avondale Road	0.90	0.90	-	-	-	-	-
Bethel Road	1.80	-	-	-	-	-	-
Aptos Drive	0.20	0.20	-	-	-	-	-
Rosebank Road	0.34	0.34	-	-	-	-	-
Sub totals	4.14	3.24	0.60	0.60	0.60	-	-
4th DISTRICT							
Bell River Whf Rd.	0.10	0.10	0.10	0.10	0.10	-	-
Gay Road	1.00	1.00	-	-	-	-	-
Bellvue Cove Road	0.30	0.30	-	-	-	-	-
Selkirk Road	0.96	0.96	-	-	-	-	-
Sub totals	2.36	2.36	0.10	0.10	0.10	-	-
5th DISTRICT							
Northridge Parkway Hillsboro Park	-	-	0.30	0.30	-	-	-
Sub totals	-	-	0.30	0.30	-	-	-
6th DISTRICT							
West Royalty Industrial Park Access Road	0.60	0.60	0.60	0.60	0.60	-	-
Beach Grove Road	1.30	1.30	1.30	-	-	1.50	1.50
Burns Avenue	-	-	-	0.25	-	-	-
Sub totals	1.90	1.90	1.90	0.85	0.60	1.50	1.50
QUEENS COUNTY TOTALS	11.79	11.06	2.98	1.85	1.30	1.50	1.50

*Single Lane Pavement

KINGS COUNTY PROVINCIAL PAVING REPORT

	Grade	Gravel Base	Base	Seal	New Pave	To be Sealed	New Recon
1st DISTRICT							
Gowan Brae Road	2.10	-	-	-	-	-	-
Sub totals	2.10	-	-	-	-	-	-
2nd DISTRICT							
St. Patricks Road	-	0.30	0.30	0.30	0.30	-	-
Mooney Road	-	0.20	-	-	-	-	-
Sub totals	-	0.50	0.30	0.30	0.30	-	-
3rd DISTRICT							
Cardigan Dump Rd.	-	0.15	0.15	0.15	0.15	-	-
Montague-Queens Rd. Int	0.10	0.10	0.10	0.28	-	-	-
Peardon Road	0.60	0.60	-	-	-	-	-
Sub totals	0.70	0.85	0.25	0.43	0.15	-	-
4th DISTRICT							
Mill Road	-	-	1.00	1.00	1.00	-	-
Westaway Road*	-	-	0.78	0.78	0.78	-	-
Abney Road	1.40	1.40	-	-	-	-	-
Lower Montague Shoulders	-	0.10	0.10	-	-	-	-
Sub totals	1.40	1.50	1.88	1.78	1.78	-	-
5th DISTRICT							
Green Hill Road	1.30	1.30	-	-	-	-	-
Whitty Road	-	-	0.22	0.22	0.22	-	-
Jenkins Road	-	0.05	-	-	-	-	-
Groshaut Rd Int	-	-	0.08	0.08	-	-	-
Pembrooke Road	-	0.90	-	-	-	-	-
Sub totals	1.30	2.25	0.30	0.30	0.22	-	-
KINGS COUNTY TOTALS	5.50	5.10	2.73	2.81	2.45	-	-
GRAND TOTALS	22.96	26.21	10.35	9.06	7.91	1.84	1.50

* Single Lane Pavement

PRINCE COUNTY PROVINCIAL RECAP REPORT

	Grade	Gravel Base	Fine Grade Gravel	Base	- Seal	New Recon	To be Sealed
1st DISTRICT							
Montrose Road	3.84	3.84	-	3.84	3.84	3.84	-
Shore (St. Lawrence)	0.27	0.27	-	0.27	2.00	2.00	-
Palmer Road	0.54	0.54	-	0.54	1.50	1.50	-
Howlan Road	1.50	1.50	-	1.50	1.50	1.50	-
Hospital St, O'Leary	0.24	0.24	-	0.24	0.24	0.24	-
Church St, Tignish	0.44	(shoulders)		0.44	0.44	-	-
Shore (Campbellton)	-	-	-	-	0.40	-	-
Sub totals	6.83	6.39	-	6.83	9.92	9.08	-
2nd DISTRICT							
O'Leary Road	0.36	0.36	-	0.36	1.84	1.84	-
Leckie Road	1.72	-	1.72	1.72	1.72	1.72	-
Campbellton Road	-	-	-	-	2.60	-	-
Sub totals	2.08	0.36	1.72	2.08	6.16	3.56	-
3rd DISTRICT							
Malpeque Road	0.36	0.36	-	0.36	1.70	1.70	-
Belmont Road	0.46	0.46	-	0.46	1.00	1.00	-
Grand River Road	0.51	-	0.51	0.51	0.51	0.51	-
Fifteen Point Road	-	-	-	1.50	1.50	1.50	-
Sub totals	1.33	0.82	0.51	2.83	4.71	4.71	-
4th DISTRICT							
Victoria St, Kensington Storm Sewer							
Malpeque Road	0.75	0.75	-	0.75	2.80	2.80	-
Cairns Road	1.50	1.50	-	1.50	1.50	1.50	-
Bedeque Rd (Kinkora)	-	-	-	-	5.11	-	-
Sub totals	2.25	2.25	-	2.25	9.41	4.30	-
PRINCE COUNTY TOTALS	12.49	9.82	2.23	13.99	30.20	21.65	-

QUEENS COUNTY PROVINCIAL RECAP REPORT

	Grade	Gravel Base	Fine Grade Gravel	Base	Seal	New Recon	To be Sealed
1st DISTRICT							
Bedeque Road	4.40	1.46	2.69	4.40	1.20	4.40	3.20
Sub totals	4.40	1.46	2.69	4.40	1.20	4.40	3.20
2nd DISTRICT							
Rustico Road	0.58	0.58	-	0.58	1.80	2.56	0.76
Kingston Road	-	-	-	-	5.20	-	-
Cornwall Int.	-	-	-	-	0.34	-	-
North River Int.	0.70	-	-	-	-	-	-
Sub totals	1.28	0.58	-	0.58	7.34	2.56	0.76
3rd DISTRICT							
Keppoch Road	0.52	0.52	-	0.52	0.52	0.52	-
Covehead Road	-	-	-	-	3.30	3.30	-
Brackley Pt. Rd.	-	-	-	-	6.87	-	-
Sub totals	0.52	0.52	-	0.52	10.69	3.82	-
4th DISTRICT							
Earnscliffe West	1.67	1.67	-	1.67	1.67	1.67	-
Shore Road	-	-	-	-	1.00	1.00	-
Earnscliffe Rd	0.80	0.80	-	0.80	0.80	0.80	-
Sub totals	2.47	2.47	-	2.47	3.47	3.47	-
5th DISTRICT							
Charlottetown By-Pass:							
Riverside Drive	-	-	-	-	0.80	-	-
Brackley Pt.-Oak	-	-	-	-	0.94	-	0.06
Norwood Int.	-	-	-	-	0.89	-	0.45
Oak Dr. Overpass	1.30	0.40	-	-	-	-	-
Birchill Drive	0.44	0.44	-	0.44	0.44	0.44	-
Shamrock Drive	0.32	0.32	-	0.32	0.32	0.32	-
Maple Avenue	1.64	1.64	-	1.64	-	1.64	1.64
Roper Drive	0.34	0.34	-	0.34	-	0.34	0.34
Mt. Edward Road	-	-	-	-	2.20	-	-
Mt. Edward-Allan Int.	-	-	-	-	0.20	-	-
Sub totals	4.04	3.14	-	2.74	5.79	2.74	2.49
QUEENS COUNTY TOTALS	12.71	8.17	2.69	10.71	28.49	16.99	6.45

KINGS COUNTY PROVINCIAL RECAP REPORT

	Grade	Gravel Base	Fine Grade Gravel	Base	Seal	New Recon	To be Sealed
1st DISTRICT							
East Point Road	1.25	1.25	-	1.25	4.01	4.01	-
Sub totals	1.25	1.25	-	1.25	4.01	4.01	-
4th DISTRICT							
Commercial Road	4.93	(Shoulder Slopes)	-	-	-	-	-
Murray Harbour Rd	-	-	-	-	0.50	1.50	1.00
Sub totals	4.93	-	-	-	0.50	1.50	1.00
5th DISTRICT							
Farmington Heave	0.42	0.42	-	0.42	-	0.42	0.42
Sub totals	0.42	0.42	-	0.42	-	0.42	0.42
KINGS COUNTY TOTALS	6.60	1.67	-	1.67	4.51	5.93	1.42
GRAND TOTALS	31.80	19.66	4.92	26.37	63.20	44.57	7.87

SUBDIVISIONS REPORT

	Grade	Gravel Base	Fine Grade Gravel	Base	Seal	New Pave	To be Sealed
1st PRINCE							
Jubilee Street	0.34	0.34	-	-	-	-	-
Sub totals	0.34	0.34	-	-	-	-	-
3rd PRINCE							
Wellington Subdivision	0.17	0.17	-	0.17	0.10	0.17	0.07
Sub totals	0.17	0.17	-	0.17	0.10	0.17	0.07
4th PRINCE							
Henderson Subdivision	0.41	0.41	-	0.41	0.41	0.41	-
Blue Bell Farms	0.05	0.05	-	0.05	0.36	0.05	-
Westview Holdings	0.14	0.14	-	0.14	0.14	0.14	-
Brian MacArthur Subdivision	0.06	0.06	-	0.06	0.06	0.06	-
Donald Gills Subdivision	0.09	0.09	-	0.09	0.09	0.09	-
Sub totals	0.75	0.75	-	0.75	1.06	0.75	-
2nd QUEENS							
George Lowther Subdivision	-	-	-	-	0.10	-	-
John Sobey Subdivision	-	0.23	-	0.23	0.23	0.23	-
Wilfred MacKinley Subdivision	0.10	0.10	-	0.10	0.10	0.10	-
Elwin Jay Subdivision	0.16	0.16	-	0.16	-	0.16	0.16
Sub totals	0.26	0.49	-	0.49	0.43	0.49	0.16
3rd QUEENS							
Elwin Jay Subdivision	-	-	-	-	0.08	-	-
MacLaughlan Subdivision	0.36	0.36	-	0.36	0.36	0.36	-
Douglas & Hughes	0.25	0.25	-	0.25	0.25	0.25	-
John MacDonald Subdivision	0.31	0.31	-	0.31	-	0.31	0.31
Sub totals	0.92	0.92	-	0.92	0.69	0.92	0.31
5th QUEENS							
Sherwood Estates	-	-	-	0.44	0.44	0.44	-
Sub totals	-	-	-	0.44	0.44	0.44	-
6th QUEENS							
Upton Park Subdivision	0.17	0.17	-	0.17	-	0.17	0.17
Ellis & Birt Subdivision	-	-	-	-	0.25	-	-
Southview Estates	-	-	-	-	0.36	-	-
Llewellyn Subdivision	0.16	0.16	-	0.16	0.16	0.16	-
Keith Lank Subdivision	-	-	-	0.33	0.33	0.33	-
Timber Lodge Subdivision	0.34	0.34	-	0.34	-	0.34	0.34
Sub totals	0.67	0.67	-	1.00	1.10	1.00	0.51
TOTALS	3.11	3.34	-	3.77	3.82	3.77	1.05

MATERIAL AND SOILS SECTION

The 1987-88 construction year showed an increase in both Recap and Reconstruction programs resulting in an increase in asphalt mix production.

The number and type of plants involved with the manufacture and production of hot mix asphaltic concrete remained the same as last year. The drum plants continued to make up fifty-five percent of the asphalt plants in the province.

ASPHALT

The total of 282,524 tonnes of asphaltic concrete was produced in 1987. This included binder course, surface course, levelling course and maintenance mixes produced at nine asphalt plants located throughout the province and placed on seventy-nine contracts.

Daily inspection was carried out at each of the nine plants to control the quality of the mix produced. Eight hundred and seventy asphalt samples were collected and analyzed for compliance with Department of Transportation specifications. This resulted in an overall testing frequency of one test for every 325 tonnes of asphalt mix produced.

Five hundred and fifteen cores were removed from the different contracts to determine compliance with compaction and thickness requirements.

The use of local aggregate was confined mainly to blend sands with limited usage for coarse aggregate in mix 'A' for provincial roads. The remainder of the aggregate was imported. The type and amount of testing carried out to ensure the quality of these aggregates is noted below:

Test	No. of Tests
Sieve Analysis	1198
Specific Gravity	179
Soundness	31
Abrasion	14
Petrographic Number	6

In addition to this quality control testing on the individual aggregates, thirty-seven asphalt mix designs were carried out to determine aggregate proportions and optimum asphalt content.

The Department purchased some new equipment for the testing of asphalt cement. As a result tests were conducted on 166 asphalt cement samples this year.

SOILS

Soils testing for 1987 continued to be principally concerned with pulverized asphalt and soil cement, granular base course and sandstone. Tests carried out on these materials included sieve analysis, moisture density relation, specific gravity, Los Angeles abrasion, and soundness. A total of 692 samples were processed during the year.

The continued use of the lab's mobile drilling unit permitted comprehensive subsurface and foundation investigations to be carried out again this year. A total of 1895 samples were obtained. Sample analysis included 1895 sieve analysis and moisture content tests, in addition to 105 Attenberg Limit tests, and 205 hydrometer tests.

In the field, 1972 compactions were carried out on the pulverized material, granular base and sandstone.

CONCRETE

Testing and inspection services were provided for the following jobs:

Kensington High School
O'Leary Liquor Store
Tyne Valley (Fishway)
Young Offenders Building (Summerside)
Youth Center (Summerside)
Warrens Pond (Fishway)

Laboratory testing of cured samples as well as field determinations of air content, slump and unit weight was carried out. A total of 117 samples were tested for compressive strength.

BENKLEMAN BEAM

The deflection testing program continued at the same level as the previous year's requirement providing information for the overlay thickness designs and design verification of the previous year's program.

PAVING AWARD

Island Construction Ltd. was the recipient of this year's Paving Award.

HIGHWAY PLANNING SECTION

During the 1987-88 fiscal year the Highway Planning Section continued to be heavily involved in implementation of the Canada-Prince Edward Island ERDA Sub-Agreement on Transportation Development. The Highway Planning Section has a particular responsibility for the Evaluation Program and the Research and Analysis Program. Work began on the evaluation program with addition of a contract employee to the section staff to complete the in-house portions of the retrospective evaluation. Two of the projects undertaken as part of the Research and Analysis Program that continued during the year, were:

- Development and Implementation of a Highway Maintenance Management System; and
- An Examination of Issues Related to Imposition of Spring Weight Restrictions.

In addition to these ongoing projects, work began on a project to examine and evaluate alternative rehabilitation strategies for Prince Edward Island pavements.

The Highway Planning Section participated extensively in two studies which were carried out to investigate the impact of railway abandonment on the provincial highway system and on transportation costs and services. The studies indicated that provincial highways have been seriously affected by the diversion of rail traffic to the highway mode and that withdrawal of all remaining fixed rail services has the potential to have a significant negative impact on Island shippers and producers.

The Department's program of traffic monitoring, which included nine (9) continuous counting stations, more than one hundred (100) temporary or seasonal counting stations, and fifty (50) intersection turning movement counts indicated that traffic volumes continued to increase on a province-wide basis during 1987-88. However, the growth in traffic volume was at a slower pace than had been observed in the previous two years. A preliminary investigation of the impact of the proposed fixed crossing indicated that there is considerable potential for increased traffic volume on many Prince Edward Island highways. In some cases, this increased volume would accelerate the need for roadway improvements to upgrade highway capacity.

For the first time, the Pavement Management System was employed during 1987-88 to rank the entire highway network for rehabilitation priority. This process was found to very useful in development of the Department's highway rehabilitation programs and will be enhanced in the future when the ERDA project dealing with alternative rehabilitation methods is completed.

Efforts continued during 1987-88 to complete design work for the portion of the Charlottetown Perimeter Highway between St. Peters Road and the Malpeque Road. Detailed design work was completed for the portion of the highway between St. Peters Road and Brackley Point Road, including an overpass structure and realignment of residential streets in the effected area of Sherwood.

TRAFFIC SECTION

SIGN SHOP

Production from the sign shop in the fiscal year totalled 4,873 new signs. The breakdown of them was as follows:

Silk Screened Signs	2,746
Directional Signs	476
Street Name Signs	476
Community Signs	343
Lettered Signs	131
Barricades	119
H.I.S.S. (Highway Information Signage System) - new	582
Total New Production	4,873

The production was down considerably from previous years because the Occupational Health and Safety Division of the Department of Labour determined that there was insufficient ventilation in the work area to permit the use of silk screening chemicals and lettering inks. This eliminated production of silk screened signs and the repair of H.I.S.S. signs after October. Shop personnel were utilized in other areas of the Department during this period. Future options for the sign shop were prepared by the Public Works section with input from this section and the Occupational Health and Safety Division. It was determined that renovations to the existing shop would not cost effective or provide sufficient area in the future so preparations were begun for a new sign shop.

The signs leaving the shop were utilized as follows:

Department sign crews - highway signs	7,389
- H.I.S.S.	582
Other department crews	364
Other departments, agencies, etc.	282
Municipalities	232
Construction companies	132
Others	22
Total	9,003

The sign shop continued to straighten and repair reusable signs and to recycle salvageable material from damaged signs.

HIGHWAY SIGNING

Field installation and repairs were carried out by five summer crews and three winter crews. This work included the following:

Installation of standard signs	3,876
Installation of direction boards	598
Installation of community signs	140
Seasonal curb markers and bump signs	1,973
Repaired or re-erected signs	3,724

The erection and repair of these signs required the following materials:

2" × 4" cross members	504
4" × 4" posts	474
5" × 5" posts	3,573
Steel Posts	1,973

There was increased sign damage as a result of more snow plowing, so more posts were required than anticipated. With a decrease in Halloween vandalism over the years, extra security was no longer employed. Steel posts for curb markers were ordered in 2.4m rather than 3.7m lengths to reduce wind damage and cost.

HIGHWAY INFORMATION SIGNAGE SYSTEM

The traffic engineering section assumed responsibility for erection, maintenance and dismantling of the H.I.S.S. standards, in addition to the manufacture of the signs.

New installations this year were placed on steel telespar sign posts and anchorage system. This type of installation replaced the previous method of pre-cast concrete bases and 5" × 5" wooden posts and proved more satisfactory and more economical than the previous method.

This work was performed by our five regional sign crews. The crews spend approximately 3 weeks in the spring erecting standards and signs, and also in the fall dismantling standards for winter storage. New signs were also erected by the sign crews, requiring approximately 1 day from each crew weekly for the months of June, July and August.

There were 582 new signs erected on new or existing standards. There were 200 new steel standards erected. The program now has approximately 1,150 standards and 2,200 signs within the province.

Because of the high turnover of applicants for this program, yearly signs no longer required in the system are stripped and reused. This year we stripped 400 of these sign blanks and put them back in stock for re-lettering for new applicants. This was done under contract at a cost of $7,800.

HIGHWAY MARKING

Centreline marking was applied to approximately 1,800 km of highway. This required 112,000 litres of yellow paint. Another 3,500 litres of white paint for shoulder lines and lane lines was applied on approximately 40 km of Trans Canada Highway between Charlottetown and Borden.

The paint was applied using the department striper operated by Bernard Painters Limited of Wilmot. The machine continued to experience many maintenance problems.

There were two small striping machines purchased from Lounsbury Industrial of Sherwood for intersection marking. The two crews applied 4,680 litres of white paint and 1,885 litres of yellow paint to many of the intersections.

All of the paint was supplied by Northumberland Chemicals Inc. of Parkdale. Reflectorizing the paint as it was applied required approximately 81,200 kg. These were supplied by Rea-Fac Agencies of Charlottetown.

Thermoplastic markings were placed in conjunction with new construction at the following locations: Cornwall (intersection of TCH and Rte. 19), and Sherwood (intersection of Rte. 2 and the perimeter arterial highway).

The department received delivery of a new paint stripper in January of 1988. This machine can carry both white and yellow paint and in much larger quantities than the previous machine - 2,250 litres compared with 205 litres. It was purchased from Linetech Equipment Inc. of Niagara Falls, Ontario.

HIGHWAY LIGHTING

The traffic controller at the intersection of St. Peters Road, Brackley Point Road and Belvedere Avenue was replaced by a more advanced model in order to better facilitate changing traffic patterns.

The traffic controller at the intersection of St. Peters Road and Allen St./Beasley Avenue in Parkdale was replaced and pedestrian walk signals were installed.

Three single unit LPS lights were installed at the intersections of Route 2 and 153 in Tignish, TCH and Route 212 at Vernon River and Routes 16 and 301 at Bothwell.

Maintenance of LPS lights and bridge lighting in the province was carried out under four maintenance contracts. Maintenance of traffic signals and flashing beacons and other lighting was carried out as required.

Flashing beacons on heavy barricades were used at several locations for bridge construction, detours, etc.

HIGHWAY DESIGN AND ACCESS CONTROL

Intersection designs were prepared for the following locations:

North Lake	- Routes 16 & 16A
Charlottetown	- TCH & Riverside Drive
Tignish	- Route 153 & local street
Carleton	- Routes 2 & 14 (in conjunction with consultant's bridge design)

Access and subdivision applications at approximately 225 locations were examined for safety and internal design. With an increased demand for subdivision development a new policy was formulated by the department and new review procedures were initiated. Entrance and paving designs were evaluated at approximately 45 locations. Safety concerns at various locations were also investigated.

Traffic related activities were upgraded with the addition of a technician for the Kings and Eastern Queens County areas. A secretary serving both this section and Highway Planning was also employed in a permanent position. An improved filing system for the section was also instigated.

WORK ZONE SAFETY

Work Zone safety was provided by a technician for three months during the construction season. A short course was provided for flaggers employed by the department in the spring. With the high volume of employee changes in this area, a more demand responsive training program is required. One aspect of this was addressed over the winter with the preparation of a handbook and slide presentation by the Occupational Health and Safety Division of the Department of Labour, with input from the Traffic Engineering Section and other interested groups.

SCHEDULE OF TENDERS

PROVINCIAL CONSTRUCTION TENDERS

BEDEQUE ROAD, RTE. 225
Paving, 4.40 km. (Recap)
Tenders Opened June 12, 1987

Chapman Brothers Ltd.	569,081.80
Curran & Briggs Ltd.	574,085.20

Awarded to Chapman Brothers Ltd.

BEDEQUE ROAD, RTE. 225
Grading, 1.00 km. (Recap)
Tenders Opened June 12, 1987

Island Coastal Services Ltd.	294,307.80
Comet Construction Ltd.	327,153.70
Maritime Construction Ltd.	261,686.00
Curran & Briggs Ltd.	324,971.00
Island Excavators '1985' Ltd.	277,290.00

Awarded to Maritime Construction Ltd.

BELMONT ROAD, RTE. 123
Subgrade & Pave, 1.00 km. (Recap)
Tenders Opened June 12, 1987

Curran & Briggs Ltd.	93,049.90

Awarded to Curran & Briggs Ltd.

BRACKLEY POINT ROAD, RTE.15
Paving, 6.87 km. (Seal Recap)
Tenders Opened June 12, 1987

Chapman Brothers Ltd.	144,255.00
Island Construction Ltd.	141,865.00

Awarded to Island Construction Ltd.

CAMPBELLTON SHORE ROAD, RTE.14
Paving, 3.00 km (Seal Recap)
Tenders Opened June 12, 1987

Curran & Briggs Ltd.	53,145.00
H.I. Construction Ltd.	46,508.00

Awarded to H.I. Construction Ltd.

COMMERCIAL ROAD, RTE. 4
Subgrade, 4.93 km (Recap)
Tenders Opened June 12, 1987

Kenny's Backhoeing Ltd.	70,238.25
Chapman Brothers Ltd.	91,075.00
Kings County Construction Ltd.	87,425.00
Island Coastal Services Ltd.	109,250.00

Awarded to Kenny's Backhoeing Ltd.

COVEHEAD ROAD, RTE. 25
Paving, 3.30 km (Recap)
Tenders Opened June 12, 1987

Chapman Brothers Ltd.	198,375.00
Island Construction Ltd.	192,843.50

Awarded to Island Construction Ltd.

EAST POINT (ELMIRA), RTE. 16A
Subgrade & Pave, 4.01 km (Recap)
Tenders Opened June 12, 1987

Chapman Brothers Ltd.	417,855.50

Awarded to Chapman Brothers Ltd.

GRAND RIVER ROAD, RTE. 12
Subgrade & Pave, 0.51 km (Recap)
Tenders Opened June 12, 1987

Curran & Briggs Ltd.	65,659.62

Awarded to Curran & Briggs Ltd.

KEPPOCH ROAD, RTE. 1A
Subgrade & Pave, 0.52 km (Recap)
Tenders Opened June 12, 1987

Island Coastal Services Ltd.	92,894.00

Awarded to Island Coastal Services Ltd.

KINKORA-BEDEQUE ROAD, RTE. 225
Paving, 5.11 km (Seal Recap)
Tenders Opened June 12, 1987

Chapman Brothers Ltd.	97,956.00
Curran & Briggs Ltd.	92,783.06

Awarded to Curran & Briggs Ltd.

KINGSTON ROAD, RTE. 235
Paving, 5.20 km (Seal Recap)
Tenders Opened June 12, 1987

Chapman Brothers Ltd.	83,849.00
Island Construction Ltd.	81,174.00

Awarded to Island Construction Ltd.

MALPEQUE ROAD, RTE 20 (P-3)
Subgrade & Pave, 1.90 km (Recap)
Tenders Opened June 12, 1987

Curran & Briggs Ltd.	137,885.50
Chapman Brothers Ltd.	139,239.50

Awarded to Curran & Briggs Ltd.

MALPEQUE ROAD, RTE. 20 (P-4)
Subgrade and Pave, 2.36 km (Recap)
Tenders Opened June 12, 1987

Curran & Briggs Ltd.	188,724.54
Chapman Brothers Ltd.	191,311.60

Awarded to Curran & Briggs Ltd.

MILL ROAD, (K-4)
Paving, 1.00 km (Provincial Paving)
Tenders Opened June 12, 1987

Chapman Brothers Ltd.	68,861.00
Matheson & MacMillan Ltd.	65,505.00

Awarded to Matheson & MacMillan Ltd.

MONTROSE ROAD, RTE. 152
Subgrade and Pave, 3.84 km (Recap)
Tenders Opened June 12, 1987

Curran & Briggs Ltd.	488,337.80
H.I. Construction Ltd.	486,281.70

Awarded to H.I. Construction Ltd.

MOUNT EDWARD ROAD
Paving, 2.40 km (Seal Recap)
Tenders Opened June 12, 1987

Chapman Brothers Ltd.	96,105.00
Island Construction Ltd.	93,155.00

Awarded on Island Construction Ltd.

O'LEARY ROAD, RTE. 142
Subgrade & Pave, 1.84 km (Recap)
Tenders Opened June 12, 1987

Curran & Briggs Ltd.	203,426.88
H.I. Construction Ltd.	179,792.80

Awarded to H.I. Construction Ltd.

SHORE ROAD, RTE. 14
Subgrade & Pave, 2.00 km (Recap)
Tenders Opened June 12, 1987

Curran & Briggs Ltd.	156,368.55
H.I. Construction Ltd.	131,680.80

Awarded to H.I. Construction Ltd.

THOMPSON (PALMER) ROAD, RTE. 155
Subgrade and Pave, 1.50 km (Recap)
Tenders Opened June 12, 1987

H.I. Construction Ltd.	114,392.85

Awarded to H.I. Construction Ltd.

WEST ROYALTY INDUSTRIAL PARK ACCESS
Subgrade & Gravel, 0.60 km (Provincial Paving)
Tenders Opened June 12, 1987

Birt & MacKay Backhoeing	114,946.00
Island Excavators '1985' Ltd.	128,765.58
Island Coastal Services Ltd.	93,037.00

Awarded to Island Coastal Services Ltd.

WEST ROYALTY INDUSTRIAL PARK ACCESS
Paving, 1.60 km (Provincial Paving)
Tenders Opened June 12, 1987

Island Construction Ltd.	53,510.00
Chapman Brothers Ltd.	56,060.00

Awarded to Island Construction Ltd.

BIRCHILL DRIVE, SHERWOOD
Subgrade & Pave, 0.44 km (Recap)
Tenders Opened August 18, 1987

Island Construction Ltd.	55,127.00

Awarded to Island Construction Ltd.

CAIRNS ROAD, RTE. 110
Subgrade & Pave, 1.50 km (Recap)
Tenders Opened August 18, 1987

Chapman Brothers Ltd.	232,392.00
Curran & Briggs Ltd.	221,995.50

Awarded to Curran & Briggs Ltd.

EARNSCLIFFE ROAD
Subgrade & Pave, 0.80 km (Recap)
Tenders Opened August 18, 1987

Chapman Brothers Ltd.	99,400.00
Matheson & MacMillan Ltd.	100,670.00

Awarded to Chapman Brothers Ltd.

FIFTEEN POINT ROAD
Pave, 1.50 km (Recap)
Tenders Opened August 18, 1987

Curran & Briggs Ltd.	107,447.00
H.I. Construction Ltd.	112,008.60

Awarded to Curran & Briggs Ltd.

HOWLAN ROAD
Subgrade & Pave, 1.50 km (Recap)
Tenders Opened August 18, 1987

Curran & Briggs Ltd.	179,170.50
H.I. Construction Ltd.	175,166.90

Awarded to H.I. Construction Ltd.

LECKIE ROAD
Subgrade & Pave, 1.72 km (Recap)
Tenders Opened August 18, 1987

Curran & Briggs Ltd.	209,950.76
H.I. Construction Ltd.	208,979.23

Awarded to H.I. Construction Ltd.

RUSTICO ROAD, RTE. 7
Subgrade, 0.50 km (Recap)
Tenders Opened August 18, 1987

Kenny's Backhoeing Ltd.	148,009.50
Island Excavators '1985' Ltd.	137,396.50
Island Coastal Services Ltd.	146,823.50

Awarded to Island Excavators '1985' Ltd.

RUSTICO ROAD, RTE 7
Pave, 2.56 km (Recap)
Tenders Opened August 18, 1987

Island Construction Ltd.	202,440.00
Chapman Brothers Ltd.	214,950.00

Awarded to Island Construction Ltd.

SHAMROCK DRIVE, SHERWOOD
Subgrade & Pave, 0.32 km (Recap)
Tenders Opened August 18, 1987

Island Construction Ltd.	42,470.00

Awarded to Island Construction Ltd.

WEST EARNSCLIFFE ROAD
Subgrade & Pave, 1.20 km (Recap)
Tenders Opened August 18, 1987

Chapman Brothers Ltd.	147,425.00
Matheson & MacMillan Ltd.	147,119.50

Awarded to Matheson & MacMillan Ltd.

BEACH GROVE ROAD
Subgrade, Pave & Storm Sewer, 1.50 km (Provincial Paving)
Tenders Opened September 10, 1987

Curran & Briggs Ltd.	225,452.10
Chapman Brothers Ltd.	239,240.00
Island Coastal Services Ltd.	206,232.40

Awarded to Island Coastal Services Ltd.

NORTH RIVER INTERSECTION
Subgrade, Pave & Storm Sewer (Recap)
Tenders Opened September 10, 1987

Island Coastal Services Ltd.	494,437.50

Awarded to Island Coastal Services Ltd.

MAPLE AVENUE, SHERWOOD
Subgrade & Pave, 1.64 km (Recap)
Tenders Opened September 29, 1987

Island Construction Ltd.	262,174.25
Chapman Brothers Ltd.	258,663.75

Awarded to Chapman Brothers Ltd.

MURRAY HARBOUR ROAD
Pave, 1.50 km (Recap)
Tenders Opened September 29, 1987

Matheson & MacMillan Ltd.	100,175.00
Chapman Brothers Ltd.	98,599.00

Awarded toChapman Brothers Ltd.

ROPER DRIVE, SHERWOOD
Subgrade & Pave, 0.34 km (Recap)
Tenders Opened September 29, 1987

Island Construction Ltd.	48,433.25

Awarded to Island Construction Ltd.

SHORE ROAD
Pave, 1.00 km (Recap)
Tenders Opened September 29, 1987

Matheson & MacMillan Ltd.	62,547.00
Chapman Brothers Ltd.	60,325.00

Awarded to Chapman Brothers Ltd.

ERDA TENDERS

CHERRY VALLEY-MILLVIEW, RTE. 3
Subgrade & Pave, 3.12 km
Tenders Opened June 26, 1987

Kings County Construction Ltd.	1,129,550.00
Chapman Brothers Ltd.	1,141,035.00

Awarded to Kings County Construction Ltd.

ELLERSLIE-MACNEILS MILLS, RTE 2
Subgrade & Pave, 3.70 km
Tenders Opened June 26, 1987

Curran & Briggs Ltd.	618,833.50
Chapman Brothers Ltd.	628,403.00

Awarded to Curran & Briggs Ltd.

KENSINGTON-NEW ANNAN, RTE. 3 WEST
Subgrade & Pave, 3.69 km
Tenders Opened June 26, 1987

Curran & Briggs Ltd.	873,287.50
Chapman Brothers Ltd.	900,880.00

Awarded to Curran & Briggs Ltd.

MIDDLETON-CENTRAL BEDEQUE
Subgrade & Pave, 5.20 km
Tenders Opened June 26, 1987

Curran & Briggs Ltd.	1,102,141.50
Chapman Brothers Ltd.	1,092,367.00

Awarded to Chapman Brothers Ltd.

MACNEILS MILLS-PORTAGE, RTE. 2
Subgrade & Pave, 5.86 km
Tenders Opened June 26, 1987

Curran & Briggs Ltd.	951,525.00
Chapman Brothers Ltd.	972,335.00

Awarded to Curran & Briggs Ltd.

NORTH BEDEQUE-SCHURMAN POINT ROAD
Seal, 1.83 km
Tenders Opened June 26, 1987

Curran & Briggs Ltd.	76,375.00
Chapman Brothers Ltd.	80,975.00

Awarded to Curran & Briggs Ltd.

ST. CHARLES-ROLLO BAY
Subgrade & Pave, 4.40 km
Tenders Opened June 26, 1987

Matheson & MacMillan Ltd.	763,660.00
Chapman Brothers ltd.	746,403.00

Awarded to Chapman Brothers Ltd.

VERNON RIVER-SUMMERVILLE
Seal, 5.50 km
Tenders Opened June 26, 1987

Matheson & MacMillan Ltd.	227,620.00
Chapman Brothers Ltd.	235,350.00

Awarded to Matheson & MacMillan Ltd.

SUFFOLK ROAD-YORK ROAD
Subgrade & Pave, 3.45 km
Tenders Opened August 19, 1987

Chapman Brothers Ltd.	844,575.00
Island Construction Ltd.	802,613.00

Awarded to Island Construction Ltd.

YORK ROAD-NORWOOD ROAD INTERSECTION
Subgrade & Pave, 3.13 km
Tenders Opened August 19, 1987

Chapman Brothers Ltd.	932,550.00
Island Construction Ltd.	882,680.00

Awarded to Island Construction Ltd.

BRIDGE TENDERS

OAK DRIVE OVERPASS
Construction of Overpass & Adjacent Roadways
Tenders Opened July 28, 1987

Curran & Briggs Ltd.	1,633,735.00
Highfield Construction Ltd.	1,499,522.60

Awarded to Highfield Construction Ltd.

GILLIAN'S BRIDGE, KILDARE
Construction or Roadway Approaches
Tenders Opened July 08, 1987

Northern Enterprises Ltd.	246,543.00
Gaudette Transit Mix	314,405.50
Curran & Briggs Ltd.	294,509.50

Awarded to Northern Enterprises Ltd.

DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS
Province of Prince Edward Island

STATEMENT OF ORDINARY EXPENDITURES
Year Ending March 31, 1988

GENERAL ADMINISTRAITON

Salaries		429,589	
Office Supplies & Postage		21,259	
Tel & Tel		99,366	
Miscellaneous		3,012	
Equipment		1,719	
Maintenance & Repairs		1,728	
Travel		16,712	
TOTAL GENERAL ADMINISTRATION			573,385

HIGHWAY MAINTENANCE DIVISION

MAINTENANCE ADMINISTRATION

Salaries		866,094	
Tel & Tel		14,457	
Equipment		9,042	
Travel		234,746	
Total Maintenance Administration			1,124,339

MAINTENANCE OF UNPAVED ROADS

Prince County			
Prince 1	147,172		
Prince 2	66,464		
Prince 3	58,942		
Prince 4	67,773		
Total Prince County		340,351	
Queens County			
Queens 1	180,413		
Queens 2	81,834		
Queens 3	71,795		
Queens 4	52,900		
Queens 5 & 6	80,315		
Total Queens County		477,257	
Kings County			
Kings 1	81,979		
Kings 2	62,355		
Kings 3	67,587		
Kings 4	54,105		
Kings 5	104,189		
Total Kings County		370,215	
Total Maintenance of Unpaved Roads			1,187,823

MAINTENANCE OF PAVED ROADS

Prince County		1,932,674	
Queens County		2,362,307	
Kings County		1,781,938	
Total Maintenance of Paved Roads			6,076,919

BUSH CONTROL			
Prince County	119,170		
Queens County	123,023		
Kings County	144,842		
Total Bush Control		387,035	
RIGHT-OF-WAY			
Prince County	132,808		
Queens County	133,042		
Kings County	93,990		
Total Right-of-Way		359,840	
MAINTENANCE OF BRIDGES			
Wages	108,314		
Materials & Supplies	80,963		
Contract Service	48,339		
Total Maintenance of Bridges		237,616	
SNOW REMOVAL			
Wages	886,564		
Materials & Supplies	462,047		
Contract Services	4,469,443		
Total Snow Removal		5,818,054	
SANDING & SALTING			
Wages	946,761		
Materials & Supplies	2,601,702		
Total Sanding & Salting		3,548,463	
TRAFFIC ENGINEERING			
Data & Design	100,307		
Sign Shop	247,133		
Highway Signage	356,251		
Information Signing	50,763		
Highway Marking	566,246		
Traffic Operations	171,449		
Traffic Administration	325,560		
Total Traffic Engineering		1,817,709	
MECHANICAL - GOVERNMENT GARAGE			
Salaries	4,892,600		
Equipment	107,400		
Material & Supplies	2,920,297		
Contract Services	17,336		
Travel	94,350		
Telephone, Radios & Taxes	170,540		
Total Mechanical - Government Garage		8,202,523	
TOTAL HIGHWAY MAINTENANCE DIVISION			28,760,321

HIGHWAY SAFETY DIVISION

ADMINISTRATION

Salaries & Wages	137,881	
Tel & Tel	29,938	
Contract Services	1,733	
Miscellaneous	5,765	
Material & Supplies	477	
Travel	11,514	
Total Administration		187,308

PROMOTION OF HIGHWAY SAFETY

Salaries	322,845	
Equipment	45,371	
Materials & Supplies	120,015	
Consultant	8,339	
Travel	39,491	
Total Promotion of Highway Safety		536,061

REGISTRATION & LICENSING

Salaries	467,811	
Office Supplies & Postage	13,367	
Equipment	23,065	
Material & Supplies	123,752	
Travel	5,595	
Total Registration & Licensing		633,590

RECORDS

Salaries	134,497	
Total Records		134,497

SUMMERSIDE

Salaries	210,251	
Travel	1,253	
Total Summerside		211,504

HIGHWAY SCALES

Equipment	71,225	
Materials & Supplies	26,027	
Contract Services	4,430	
Salaries	256,365	
Travel	6,533	
Total Highway Scales		364,580
TOTAL HIGHWAY SAFETY DIVISION		2,067,540

SERVICES DIVISION

AUDIO VISUAL SERVICES CENTRE

Salaries	191,901	
Travel	2,650	
Audio Visual Equipment	41,307	
Equipment Repairs	24,496	
Total Audio Visual Services Centre		260,354

POSTAL SERVICES			
Salaries	103,785		
Postage	625,258		
Contract Services	14,221		
Travel	152		
Repairs, Maintenance, Equipment & Rental	27,979		
Total Postal Services		771,395	
ISLAND INFORMATION SERVICES			
Salaries	171,699		
Travel	744		
Tel & Tel	36,009		
Field Equipment & Supplies	14,069		
Office & General	6,214		
Total Island Information Services		228,735	
PRINTING SERVICES			
Salaries	466,338		
Travel	5,077		
Tel & Tel	1,573		
New Equipment	51,706		
Material & Supplies	419,619		
Reproduction Equipment Rentals	114,382		
Total Printing Services		1,058,695	
TOTAL SERVICES DIVISION			2,319,179
PUBLIC WORKS DIVISION			
BUILDINGS SECTION			
Administration			
Salaries	81,721		
Travel	508		
Total Building Administration		82,229	
Insurance			
Salaries	40,886		
Travel	2,494		
Administration	562,819		
Consultant	6,519		
Total Insurance		612,718	
Energy Conservation Pilot Project			
Salaries	75,577		
Travel	5,813		
Equipment	974		
Material & Supplies	1,714		
Total Energy Conservation		84,078	
Total Building Section			779,025
CONSTRUCTION			
Administration			
Salaries	274,304		
Travel	9,898		
Technical & Drafting Equipment & Supplies	3,258		
Total Construction Administration - Bldgs.			287,460

MAINTENANCE OF BUILDINGS

Administration

Salaries	605,534	
Administration	8,231	
Travel	42,472	
Material & Supplies	38,905	
Total Administration		695,142

Maintenance

Basin Head Museum	3,963	
Beach Grove Infirmary	314,310	
Belmont St. Warehouse	16,049	
Brudenell Complex	129,067	
Bunbury Nursery	23,168	
Canada Packers Building	8,338	
Coles Building	101,962	
Court House Alberton	10,437	
Dr. Eric Found Health Centre	405,477	
40 Great George St. Customs House	32,663	
Government House	342,840	
Greenhouse & Header House - Hurry Road	226,645	
Health Centre, Summerside	72,940	
Hillsboro Hospital	761,962	
Home for the Aged	211	
Jones Building	545,247	
Kings Co. Court House & Jail	65,775	
Kings Co. Forestry Depot	14,456	
Lady Slipper Visitors Centre	16,374	
MacMillan Building	525,924	
Orwell Cove Museum	9,617	
Portable Classrooms	105,231	
Prince Co. Forestry Depot	8,675	
Prince Co. Court House & Jail	132,528	
Prince Edward Home	848,292	
Province House	113,681	
Province House Annex	58,659	
Scalehouse-Borden & Wood Islands	9,469	
Shaw & Sullivan Building	2,098,067	
Sherwood Hospital	38,589	
Sleepy Hollow Correctional Centre	227,940	
Southern Kings Highway Depot	28,441	
Southern Kings & Queens Regional Services Centre	48,203	
Travel Bureau - Wood Islands	28,192	
Travel Bureau - Brackley	5,731	
Tourist Interpretive Centre - Poole's Corner	33,427	
Veterinary Building - O'Leary	19,433	
West Prince Regional Services Centre	43,799	
Total Maintenance		7,475,782
TOTAL MAINTENANCE OF BUILDINGS		8,170,924

ACCOMMODATIONS

Administration

Salaries	57,653	
Total Accommodation Administration		57,653

Rented or Leased Premises			
Airport - VIC	7,179		
Albany Warehouse	12,750		
Aulac - VIC	20,034		
Cambridge Building	163,725		
Caribou - VIC	2,835		
Cavendish Cottage	10,879		
Cavendish - VIC	9,470		
Concorde Bldg	43,471		
Dairy Lab	40,909		
Davies Law Courts	727,091		
Eastern Kings Health Centre	8,320		
Eastern Kings Reg. Ser. Centre	83,455		
East Prince Reg. Ser. Centre	189,619		
Evangeline Health Centre	25,283		
Farm Centre	18,977		
Fisheries Warehouse	31,937		
Island Transit	16,686		
Johnston Building	129,329		
Kensington Community Centre	3,788		
Kings County Memorial Hospital	10,020		
Morell Fire Hall	2,709		
O'Leary Community Hospital	4,992		
O'Leary Dental Clinic	2,524		
PEI Liquor Control Commission - Borden - VIC	16,328		
Prince County Hospital	3,283		
Reliance Garage	4,613		
Research Station	184,331		
Royalty Mall	212,895		
Souris Town Hall	3,762		
St. Paul's Rectory	20,695		
Stanhope - VIC	2,565		
Summerside Waterfront Dev. Corp.	77,515		
Albert Thomas Building	49,052		
Tignish Health Co-op	4,288		
White Star Laundry	932		
Total Rent or Leased Properties		2,146,241	
Total Accommodations			2,203,894
PROPERTIES & SURVEYS			
Salaries	578,544		
Travel	26,183		
Office - General	501		
Material & Supplies	78,405		
Property Taxes on Prov.-Owned Property	17,412		
Field Equipment & Supplies	4,761		
Control Survey Network Maintenance Legal Fees & Contract Services	8,657		
Total Properties & Surveys			714,463
TOTAL PUBLIC WORKS DIVISION			12,155,766

TRANSPORTATION DIVISION

ADMINISTRATION

Salaries	64,116		
Travel	9,212		
Office & General	757		
Transportation Advisory Services	6,720		
Contract Serrvices	253,589		
Total Administration		334,394	
ISLAND TRANSIT			
Salaries	52,781		
Travel	2,078		
Tel & Tel	975		
Material & Supplies	61,782		
Total Island Transit		117,616	
TOTAL TRANSPORTATION DIVISION			452,010
TOTAL DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS ORDINARY ACCOUNT			46,328,201

DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS
Province of Prince Edward Island

CAPITAL EXPENDITURES
Year Ending March 31, 1988

HIGHWAY CONSTRUCTION DIVISION

ADMINISTRATION			
Salaries & Wages	1,135,305		
Travel	10,219		
Miscellaneous	961		
Total Administration			1,146,485
CULVERT C/A			
Prince County	276,651		
Queens County	383,359		
Kings County	178,333		
Total Culverts C/A.			838,343
BRIDGES C/A			
Prince County			
Canadian Creek	105,627		
Kildare Bridge (Gillian)	456,382		
Victoria West Creek	31,977		
Wilmot Bridge ERDA	217,184		
Total Prince County		811,170	
Queens County			
North River Causeway	3,450		
Pondside Park, Southport	17,449		
West River Bridge	841,252		
Total Queens County		862,151	
Kings County			
Basin Head Bridge	49,905		
Gaspereaux Bridge	37,164		
Valleyfield Bridge	36,637		
Total Kings County		123,706	
Bridges Miscellaneous C/A		360,703	
Consultants - Bridge Study		7,414	
Total Bridges C/A			2,165,144
ECONOMIC REGIONAL DEVELOPMENT AGREEMENT			
Albany-Borden	14,600		
Cherry Valley-Millview	1,449,568		
Ellerslie Rd (RTE 113)-MacNeil's Mills Rd	870,538		
Kensington - New Annan	962,019		
MacNeil's Mills Rd - Portage	1,220,675		
Middleton - Central Bedeque	1,471,303		
Miscouche - CFB Summerside	517,724		
North Bedeque - Schurman Point Rd	110,630		
Richmond - Days Corner	2,319		

Rollo Bay - St. Charles	927,691	
Vernon River - Summerville	1,018,556	
Study of Technical Support	4,249	
Study of Spec. & Procedures	2,333	
Study of Weight Restrictions	36,832	
Highway Maintenance System	45,917	
Evaluation Staff	19,663	
Study of Rehabilitation Strategies	9,814	
York Road - Norwood Road	356,919	
Land Purchases	1,679	
Total Economic Regional Development Agreement		9,043,029

HIGHWAY RECONSTRUCTION

Prince County

Belmout Road	101,778	
Cairn's Road	251,333	
Church St. - Tignish	62,601	
Fifteen Point Road	140,761	
Grand River Road	68,711	
Hospital St. - O'Leary	72,615	
Howlan Road	252,215	
Kinkora - Bedeque Road	123,662	
Leckie Road	279,644	
Malpeque Road	466,346	
Montrose Road	574,203	
North Bedeque - Central Bedeque	19,176	
O'Leary Road	239,771	
Palmer Road	155,638	
Shore Road (Campbellton)	66,316	
Shore Road (Roseville)	191,246	
Victoria St. - Kensington	1,050	
Total Prince County		3,067,066

Queens County

Bedeque Road	1,015,323	
Birchill Drive, Sherwood	68,539	
Brackley Point Road	203,372	
Breadalbane - Springfield	10,852	
Charlottetown Perimeter Highway	434,169	
Cornwall Intersection	70,674	
Covehead Road	267,398	
Earnscliffe Road	126,014	
Glasgow Road	256	
Keppoch Road	117,193	
Kingston Road	111,704	
Mt. Edward Road	162,767	
Maple Avenue, Sherwood	262,856	
North River Intersection	141,724	
Oak Dr. Overpass	801,570	
Riverside Drive	72,806	
Roper Drive, Sherwood	40,897	
Rustico Road	358,846	
Shamrock Drive, Sherwood	52,614	
Shore Road, (Wood Islands)	83,807	
West Earnscliffe Road	243,943	
Total Queens County		4,647,324

Kings County			
Commercial Road	121,314		
East Point Road - Elmira	579,616		
Murray Harbour Road	94,054		
St. Peters Highway	175,328		
Total Kings County		970,312	
Survey & Travel Expenses	1,542,342		
Sundry Account	18,425		
Asphalt Material	(127,478)		
Seeding Operation	52,295		
Construction Utility Crew 1st Prince	17,390		
Construction Utility Crew 3rd Queens	14,812		
Construction Utility Crew 4th Queens	13,747		
Total		1,531,533	
Total Highway Reconstruction			10,216,235
PROVINCIAL PAVING			
Prince County			
Bell Road	28,310		
Bideford Road	78,241		
Black Banks Road	18,608		
Dalton Ave - Tignish	1,509		
Doucette Road	23,567		
Ellis River Drive, Wellington	17,856		
Fairly Road	15,685		
Gillespie Ave. - Wilmot	17,410		
Grand Digue Road	54,006		
Jerome Road	26,297		
Kelly Road	24,917		
MacNevin Road	86,197		
MacWilliams Drive	20,401		
Maloney Road	14,477		
McEwen Road	7,568		
Mill Road	78,700		
Miscouche Road	111,923		
Mt. Carmel Road	9,293		
Mt. Tryon Road	96,196		
Nelligan Road	38,950		
Portage Tourist Information Centre	13,748		
Piusville Road	80,110		
St. Timothy Road	37,467		
Settlement Road	1,320		
Spring Valley Dump Road	16,775		
Taylor Road	41,329		
Walker Ave. Ext. Storm Drain	2,789		
Warren Road	36,997		
Wellington Mall Road	75,974		
West Point Road	31,213		
1st Prince Ditching	128,545		
2nd Prince Ditching	63,472		
3rd Prince Ditching	81,693		
4th Prince Ditching	61,311		
Construction Utility Crew 2nd Prince	5,410		
Pulverization & Repaving	297,000		
Draining Wet Fields	1,575		
Total Prince County		1,746,839	

Queens County		
Aptus Drive, Keppoch	30,119	
Avondale Road	53,711	
Beach Grove Road	277,542	
Belle River Wharf Road	11,203	
Bellevue Cove Road	16,842	
Bethel Road	44,880	
Corrigan Road	56,811	
Crapaud Bus-Bay	3,414	
Fanningbrook Road	38,065	
Gay Road	63,426	
Green Bay Road	25,169	
Hardy Mill Road	23,802	
Long Creek Wharf Road	28,775	
Lower Marshfield Road	63,619	
MacQuarrie Road	9,646	
McGuirk Road	3,050	
Northridge Parkway - Hillsboro Village	18,720	
Old Town Road	71,217	
Pond Street	785	
Rosebank Road, Keppoch	53,996	
St. Catherines Road	3,052	
Selkirk Road	78,981	
TCH & Scienta Road Lights	3,000	
Trout River Road	120,393	
Warren Grove Road	27,739	
West Royalty Industrial Park Access	199,751	
1st Queens Ditching	83,204	
2nd Queens Ditching	81,738	
3rd Queens Ditching	69,687	
4th Queens Ditching	66,678	
5th & 6th Queens Ditching	39,954	
Draining Wet Fields	7,866	
Deep Patching Crew	121,372	
Pulverization & Repaving	292,917	
Total Queens County		2,091,124
Kings County		
Abney Road	90,976	
Cardigan Dump Road	17,620	
Gowan Brae Road	131,278	
Greenhill Road	70,450	
Groushant Road-St. Peters Hwy Int.	7,327	
Jenkins Road	2,555	
Lower Montague Road	7,436	
Mill Road	89,847	
Montague Beach Road Int.	16,280	
Mooney Road	6,662	
Munns Road & Rte 16	1,253	
Peardon Road	40,359	
Pembrooke Road	20,096	
Property at Murray Harbour	15,000	
Queens Road & Main St. Montague	90,269	
Red House Road	173	
St. Patricks Road	37,372	
Westaway Road	50,992	
Whitty Road	18,559	
1st Kings Ditching	45,756	
2nd Kings Ditching	50,748	
3rd Kings Ditching	49,633	

4th Kings Ditching	40,318		
5th Kings Ditching	53,084		
Draining Wet Fields	4,567		
Total Kings County		958,610	
Safety Improvement	500		
C-SHRP	7,200		
CHTRD	1,000		
Asphalt Aggregate Review	2,657		
Total		11,357	
Total Provincial Paving			4,807,930
SUBDIVISIONS			
Bluebell Farms Subdivision Phase I	5,655		
Bluebell Farms Subdivision Phase II	8,110		
Bluebell Farms Subdivision Phase III	8,364		
Burns Ave.	11,450		
Douglas & Hughes Subdivision	46,521		
Douglas & Hughes Subdivision (86)	373		
Ellis & Birt Subdivision	8,598		
Gillis, Donald Subdivision	14,693		
Harris, Vance Subdivision	2,745		
Henderson's Subdivision	80,595		
Ive's Subdivision	789		
Jay's, Elwin Subdivision, Cornwall	37,835		
Jay's, Elwin Subdivision	5,433		
Jubilee Street, O'Leary	75,289		
Lank's, Keith Subdivision	35,447		
Llewellyn's Subdivision	1,280		
Llewellyn's Subdivision	27,193		
Lowther, George Subdivision	14,506		
MacArthur, Brian Subdivision	11,117		
MacDonald, John Subdivision	80,467		
MacKinley's, Wilfred Subdivision	25,340		
MacLaughlan Highland Subdivision	69,234		
Sherwood Estate's Subdivision	42,489		
Sobey's, John Subdivision	44,631		
Southview Estate's Subdivision	11,369		
Timber Lodge Subdivision	69,013		
Upton Park Subdivision	27,886		
Wellington Subdivision	29,223		
Westview Holding Subdivision	26,914		
Total Subdivision			822,559
Highway Laboratory			489,977
Pavement Assistance for Driveway			358,235
Pavement Management System			59,629
Capital Garage Equipment			1,630,074
Highway Lighting			55,360
TOTAL HIGHWAY DIVISION CAPITAL ACCOUNT			2,593,275

CAPITAL BUILDING BRANCH

Land Purchase	76,000	
Summerside Garage	28,878	
Young Offenders Centre, Summerside	2,965,730	
Cavendish TIC	31,700	
Dairy Lab	10,000	
Dr. Eric Found Health Centre	25,00	
Salt Shed - O'Leary	61,361	
School of Visual Arts - Renovations	84,335	
Queens Printer - Equipment	137,745	
Alma Field Office	5,000	
Riverview Manor	83,666	
Portage TIC	39,938	
Georgetown Youth Centre	59,088	
Tyne Valley Youth Centre	54,253	
TOTAL CAPITAL BUILDING BRANCH		3,640,194
TOTAL CAPITAL EXPENDITURES DEPARTMENT OF TRANSPORTATION & PUBLIC WORKS		35,295,694
TOTAL EXPENDITURES DEPARTMENT OF TRANSPORTATION & PUBLIC WORKS		81,623,894